

DEVELOPMENT STRATEGIES PLAN:

*A Development / Re-Development / Conservation Guide for
Beaumont and its Environs.*

Adopted
January 14, 2003

DEVELOPMENT STRATEGIES PLAN:

*A Development / Re-Development / Conservation Guide for
Beaumont and its Environs.*

Prepared by
The Planning Division of
the Public Works Department

Prepared for
Beaumont, Texas
City Planning and Zoning Commission
Laurie Leister, Chairman
Greg Dykeman, Vice Chairman
Glenn Bodwin
Marty Craig
Dale A. Hallmark
Carlos Hernandez
Walter Kyles
Dohn LaBiche
William Lucas

January, 2003

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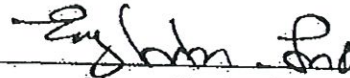
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RESOLUTION NO. 03-018

BE IT RESOLVED BY THE CITY COUNCIL OF THE
CITY OF BEAUMONT:

THAT the City Council of the City of Beaumont hereby approves the re-adoption, with no significant modifications, of the currently adopted Land Use Plan Element of the Comprehensive Plan, and its accompanying "Development Strategies Plan" as set forth in Exhibit "A," with no significant modifications, and re-adoption of the currently adopted Major Street & Highway Plan "Map" and accompanying "Appendix A" defining street and highway development standards of the plan as set forth in Exhibit "B," all of which are components of the Comprehensive Plan of the City of Beaumont.

PASSED BY THE CITY COUNCIL of the City of Beaumont this the 14th day of January, 2003.

A handwritten signature in dark ink, appearing to read "Evelyn M. Lord", is written over a horizontal line.

- Mayor Evelyn M. Lord -

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DEVELOPMENT STRATEGIES PLAN:

A Development / Re-Development / Conservation Guide for Beaumont and its Environs.

1000 - INTRODUCTION

This Plan, which is a component of the Land Use Plan of the City of Beaumont, consists of the goals, objectives, policies, and improvement proposals of the City Council and City Planning Commission for guiding both short-to-long range physical growth and short-to-intermediate range re-development / conservation actions within the City of Beaumont and the area within Beaumont's Extra-Territorial Jurisdiction (ETJ). In addition to this written document, there is a Development / Re-Development / Conservation Strategies Diagram provided in a jacket attached to the back inside cover which graphically illustrates many of the provisions of this plan. That diagram, hereafter referred to as the "Development Strategies Diagram", graphically illustrates how and where the City wishes to see future development, re-development, and conservation actions occur. The map on which these strategies are illustrated shows the area's system of present and potential future major thoroughfares, however it is not to be confused with the adopted Major Street and Highway Plan. These "tools" plus the other adopted components of the Comprehensive Plan are needed in order to insure objectivity, consistency and cost-efficiency in meeting the area's long-range economic growth and social needs. They also make it possible to document and justify decision making in accordance with predetermined and agreed-upon goals, objectives and policies. Although this plan has the recommendation of the City Planning Commission, the adoption of this Plan clearly places the responsibility for establishing development strategies and land use policies with the City Council.

This Plan is not an ordinance, a body of regulations, or a precise blueprint for the City's development. It is intended as a guide to aid the Planning Commission and City Council in making decisions concerning how land is to be developed or used and to guide growth. Parcel specific land use decisions are to be made on a case-by-case basis under the City's authorized regulatory powers, such as but not limited to, zoning and land subdivision approval procedures. No zoning changes are enacted by the adoption of this plan.

The goals, objectives, and policies stated herein and in the development proposals identified on the "Development Strategies Diagram" accompanying this text addresses very broad areas of concern, such as, but not limited to, the long-range direction of the City's growth, the distribution of commercial facilities, higher density housing, the general location of open spaces, and proposed locations of future industrial areas.

Adoption of this Plan does not mean that its goals, objectives, and policies are permanent or irreversible. As conditions in the community change and new issues emerge, the Planning Commission and City Council may have to revise, delete, or add to its goals, objectives, and policies or revise the Plan's physical development proposals because they may no longer be desirable or they may prove to be unworkable. To insure that the Plan is kept current and up-to-date, **this Plan is to be fully reviewed and re-adopted every two years.**

2000 - GOALS, OBJECTIVES, POLICIES AND PROPOSALS

Goals and objectives are considered the cornerstone of any effective planning process. Among other things, goals and objectives are needed to: (1) provide direction to the planning studies; (2) to identify specific areas of concern to be researched and evaluated in the planning process; (3) to provide a mechanism for reflecting public input; and (4) to provide benchmarks for monitoring and evaluating the success of implementation actions.

A distinction must, however, be made between goals and objectives. For the purposes of this Plan, a goal is defined as a "general expression" of a desired outcome, while an objective is defined as a "specific end" to be achieved through some form of action taken to achieve a goal. Generally, the more goals which are accomplished by the implementation of any single objective, the higher the priority would be for that particular objective. The actual process of formulating the goals and objectives moves from the general to the specific; first, general goals are formulated; then, after base data is collected and analyzed, the goals and objectives are refined, made more specific and adjusted to be more applicable to the issues and needs that were identified during the preliminary research and analysis phase of the planning process. Finally, in the advanced stages of the planning process, policies are formulated which are intended to provide a means of implementing specific goals and objectives.

During the early stages of the preparation of this Plan, preliminary goals and objectives were formulated by the planning staff using the goals and objectives from the original 1982 Land Use Plan, as amended. After the data gathering, preliminary mapping, and analysis phases of the planning process were completed, the assumptions underlying the preliminary goals and objectives were re-evaluated and the goals and objectives were refined and made more specific to present day issues and opportunities.

The goals were used to provide a basis for preliminary land use objectives, policies, and proposals addressing the following five major areas of concern:

- General Land Uses;
- Residential Land Uses;
- Commercial Land Uses;
- Industrial Land Uses; and
- Special Land Use Planning Concerns and Issues.

The resulting goals, objectives, policies, and proposals are provided below. Some are also expressed in both written and graphic form on the "Strategies Diagram" accompanying this text.

2100 - GOALS

- * **2101 - PROMOTE AN ORDERLY AND EFFICIENT GROWTH PATTERN.**

This Plan is based upon the premise that sustained growth of the city is not only desirable but essential to the achievement of the quality of social and economic life desired by residents of the City. The Plan promotes the position that the city should grow in an orderly and efficient manner in order to avoid wasteful over-expenditures for tax-supported capital improvements, avoid depreciation of property values resulting from incompatible land uses and development of environmentally unsuitable areas, and to reserve an ample amount of land for future industrial, commercial, and residential growth, the development of parks and recreational facilities, and the conservation of open space.

*** 2102 - ACCOMMODATE GROWTH WHILE MINIMIZING ENVIRONMENTAL PROBLEMS.**

Flooding is a major local concern, particularly since in the past few years unprecedented storm-related floods have disrupted the lives of Beaumont's citizens. In a city with a virtually flat terrain, a very minimal natural drainage system, dense clay-based soils, and a very high annual rate of rainfall, it is unreasonable to assume that flooding can be eliminated. However, through sound land use planning, proper engineering, and an effective capital improvements strategy it is possible to develop new land without worsening existing drainage problems or creating new flood-prone areas. Similarly, it is unlikely that air and noise pollution will ever be totally eliminated but it is possible to prevent further problems caused by pollution by not locating new developments in areas where they would be impacted by such problems or by providing some means to mitigate them.

*** 2103 - ENCOURAGE EXPANSION AND DIVERSIFICATION OF BEAUMONT'S ECONOMIC BASE.**

In the past, Beaumont has received attention in national publications as having one of the nation's highest potentials for economic growth. Paradoxically, over the years overall economic growth in the area has been moderate at best, unemployment rates are still higher than most Texas cities, and the economy lacks diversification.¹ The uncertain future of the oil refining and petrochemical industries, coupled with this area's high level of dependence upon these industries, makes attraction of new industries and commercial establishments an urgent need. Effective land use planning can help stimulate economic growth by reserving adequate sites for new industry and commerce and identifying capital improvements needed to make industrial or commercial sites attractive to potential developers.

¹ According to the June 1999 issue of "Texas Labor Market Review" the unemployment rate for the Beaumont-Port Arthur Metropolitan Area was high enough to tie for twenty-first place out of 26 Texas Metropolitan Areas with one area not reporting.

* **2104 - IMPROVE THE IMAGE AND PHYSICAL APPEARANCE OF BEAUMONT.**

The physical appearance of a city is the result of a multitude of natural environmental and man-made influences. The city's physical appearance influences the attitudes held toward the city by local residents, potential business and industrial investors, and visitors. During the past two decades, Beaumont has made significant advances in improving the image and visual character of the city through revitalization of inner-city areas, improvement of the quality of new development, and improvements in air and water quality. A continuation of these trends is desired because they would contribute to an even greater positive image for the city and an improved quality of life for its citizens.

* **2105 - CONSERVE AND REVITALIZE EXISTING NEIGHBORHOODS.**

Although development of new land areas is a major concern of this Plan, the conservation and revitalization of the existing built environment is equally important. Many dollars have been invested in housing, businesses, and public facilities throughout the city and the City is responsible for protecting these investments through administration of land use regulations and guidelines (zoning, subdivision, and flood control ordinances), through construction and maintenance of basic public facilities, and through provision of fire, police and sanitation services. The utilization of these City functions, as well as the participation of private investors and individual property owners, can contribute to the continued stability of well-established neighborhoods and the revitalization of declining ones.

* **2106 - PROMOTE EXPANSION AND CONSERVATION OF THE HOUSING STOCK.**

Many of the housing units in Beaumont are in poor enough structural condition to warrant replacement or extensive rehabilitation. Many other units which were generally produced prior to 1940 do not meet the needs and desires of families in the market for housing. Added to the housing demand generated by structural deterioration and obsolescence is the continuing need for housing to accommodate population growth. Finally, the changing family structure in our society has resulted in a decline in the number of persons per household and a resulting demand for more housing to accommodate the increased number of households. These trends will result in demand for a variety of housing types. It is likely to result in increased demand for apartments, townhouses, and smaller single-family homes. The Plan must ensure that ample acreage is provided to accommodate such demand.

*** 2107 - PROMOTE REINVESTMENT IN THE CENTRAL CITY AREA AND THOSE SECTIONS OF THE CITY DESIGNATED AS CONSERVATION / REVITALIZATION AREAS.**

Continuation of the revitalization of the downtown area and other central city areas are considered very important efforts which this Plan endorses. The development and adoption of plans for specifically designated areas; i.e., neighborhood, corridor, or sector plans, is considered a major priority of the City.

2200 - OBJECTIVES

2210 - General Land Use Objectives.

- * To insure compatibility of land uses through the consistent application of the provisions of this Strategies Plan, any officially adopted neighborhood, corridor, or sector plans, the provisions of the various elements of the Comprehensive Plan, and the City's zoning and subdivision regulations. (Ref. as 2211)**
- * To reduce the impacts of flooding caused by development in and urbanization of area drainage basins. (Ref. as 2212)**
- * To capitalize upon Beaumont's unique natural and man-made urban design assets, such as the riverfront, wooded natural areas, major public properties and water ways, and unique neighborhoods. (Ref. as 2213)**
- * To provide adequate locations for Beaumont's long-range residential, commercial, and industrial growth. (Ref. as 2214)**
- * To provide environmentally sensitive and commercial areas with adequate protection from air, water, noise, and visual pollution. (Ref. as 2215)**
- * To minimize the fiscal costs to the taxpayers and negative social and environmental impacts which may result from new growth. (Ref. as 2216)**
- * To promote energy efficiency through the use of good urban design principles in the preparation and approval of subdivision and development plans. (Ref. as 2217)**
- * To promote the development of a variety of housing types and designs as well as encourage variety in the physical design and layout of development projects through the use, where appropriate, of urban design concepts such as cluster development, mixed or multiple use developments, planned unit developments, greenbelt communities, and the like. (Ref. as 2218)**

2240 - Residential Land Use Objectives.

- * To conserve the existing housing stock and protect residential areas from physical deterioration and encroachment of incompatible land uses. (Ref. as 2241)
- * To revitalize blighted and declining residential dwellings and their neighborhoods. (Ref. as 2242)
- * To lower the costs of residential development and to encourage housing production and rehabilitation, particularly within those areas designated on the Strategies Diagram as "Conservation / Revitalization Areas". (Ref. as 2243)
- * To encourage the building of a wide range of housing types and styles and a diversity in the types of neighborhoods developed throughout the community. (Ref. as 2244)
- * To provide residential neighborhoods with convenient, easily accessible community facilities and support services that are a customary part of the neighborhood environment. (Ref. as 2245)
- * To protect residential and neighborhood environments from air, water, noise, and visual pollution. (Ref. as 2246)

2260 - Commercial Land Use Objectives.

- * To provide adequate sites for retail and service-oriented commercial development to serve all parts of the city and, in appropriate situations, to and in neighborhoods. (Ref. as 2261)
- * To provide adequate sites and transportation access for wholesale commercial and distribution operations. (Ref. as 2262)
- * To capitalize upon Beaumont's status as a regional center of commerce, medical services, entertainment, and education. (Ref. as 2263)
- * To encourage developers to retain as many existing trees on their development sites as possible. (Ref. as 2264)
- * To improve the aesthetic appearance of all commercial areas but with particular attention given to the commercial activity corridors. (Ref. as 2265)

2280 - Industrial Land Use Objectives.

- * To encourage new industrial development, especially labor-intensive, non-polluting light industries. (Ref. as 2281)
- * To promote expansion of existing industries including their relocation in order to expand. (Ref. as 2282)
- * To encourage additional development of the Port of Beaumont and port-related industries and services. (Ref. as 2283)
- * To protect residential and commercial areas from industrial air, water, noise, and visual pollution. (Ref. as 2284)

2290 - Special Land Use Issues and Areas of Concern: Objectives

- * To take special actions and develop special plans to improve the physical, social, and economic environment of the area around Lamar University and the area in and around Downtown which basically should include the area south of Calder to Blanchette between MLK Parkway and the Neches River. (Ref. as 2291)
- * To take special actions and develop special plans to protect the natural environment of Hillebrandt Bayou from Fannett Road south and to enhance the recreational use and aesthetic value of that area. (Ref. as 2292)
- * To take special actions and develop special plans to ensure the provision of green belts for the purposes of providing recreation facilities for walking and cycling, to improve the aesthetic appearance of the city, and to act as buffers between land uses. (Ref. as 2293)
- * To take special actions and develop special plans for those areas adjacent to the proposed Hardin-Jefferson Parkway which would promote the restriction of direct access to the parkway, minimize signage, and encourage development projects to not front on the parkway (Ref. as 2294).

2300 - POLICIES

2310 - General Planning and Land Use Policies.

- * Land use decisions are to be considered and approved based upon sound land use principles and urban design concepts and standards, by the comprehensive consideration of all the relevant components of the larger interrelated urban systems, i.e., the drainage system, the transportation network, public utilities, community facilities, the natural environmental systems, and the provisions of all elements of the Comprehensive Plan. (Ref. as 2311)

- * The provisions of any officially adopted neighborhood, corridor, or sector plan are to take precedence over the provisions of this Development Strategies Plan. (Ref. as 2312)
- * Typically, low density single-family development should make up approximately 75 % of all of the residentially developed land within a neighborhood unit and should be designed in a manner that fosters convenient and safe access to the neighborhood activity center. The remaining residential development or approximately 25% of the total residentially developed land should be medium to high density multi-family development located at the periphery of each neighborhood unit directly adjacent to the major streets. (Ref. as 2313) See exception under item # 2320.
- * The primary functions of the area's drainage ways are considered to be the collection, transportation, and storage of storm water runoff. As a general policy those functions should not be interfered with without the institution of mitigation efforts. Therefore, the flood ways² of major drainage ways should be protected by officially requiring that as development approvals are sought and as funds might become available, that land adjacent to such drainage ways are to be surveyed, mapped, and designated as permanent open space corridors with a prohibition on the erection of buildings. Urbanization of the officially designated 100-year flood plain³ should also be prevented in order to avoid worsening flood problems and to prevent the loss of lives and property damage. (Ref. as 2314)
- * Generally, development is to be encouraged in areas with the fewest environment constraints. However, areas that are in pristine condition and have few environmental constraints may be determined to be more desirable to save than another that is partially developed but having more environmental constraints. (Ref. as 2315)
- * Land with environmental constraints, such as lands bordering or containing wetlands or waterways, are proposed to be limited to development at very low densities. The use of such land is to be limited only to the extent that such use does not degrade the natural environment to an unreasonable degree and if it does degrade the natural environment, the use of the land would require actions to migrate the negative impacts created by the development. This policy is particularly applicable to areas bordering the Big Thicket National Preserve. (Ref. as 2316)
- * Growth and development should be encouraged in areas of the city which are already

² The floodway of a stream is defined as the channel of the stream and the adjoining portions of floodplain which are reasonably required to carry and discharge flood waters.

³ As defined by the most current official Federal Flood Insurance Rate Map.

served (or can be economically served) by utilities, drainage, thoroughfares, and other community facilities. (Ref. as 2317)

- * New development is shown on the accompanying strategies diagram to generally occur in the area between the existing urbanized areas westward to Smith Road, north to Pine Island Bayou, and south to the proposed Mid-County Expressway. Major extensions of city utilities should be conducive to growth in these areas. The entire West Beaumont Oil Field is expected to be available for development by the end of the time frame of this Plan and is therefore so designated. (Ref. as 2318)
- * A reserve area for long-range urban growth should be maintained in the area generally west of Smith Road as extended south of College, west of Keith Road south of S.H. 105, and in the area west of Winzor and south of Bayou Din. These "growth reserve" areas are shown on the strategies diagram. All development eventually occurring in these areas should meet City engineering design and construction standards. (Ref. as 2319)
- * Renovation and rehabilitation strategies and the development of architecturally compatible structures typical of those developed in neo-traditional urban developments are encouraged to occur in those pre - 1960 areas of the City which are east and north of Eastex-Freeway / U.S. 69. (Ref. as 2320)
- * The timing of public improvements such as thoroughfares, storm drainage, and utilities should be coordinated with private sector development. (Ref. as 2321)
- * Annexation decisions should be based upon the goals of maintaining a sound tax base, avoiding unnecessary investment of public funds, and protecting the citizens of Beaumont from the adverse economic and environmental effects of substandard development particularly in the watersheds of the Neches River and Pine Island, Hillebrandt, and Taylor's Bayous. (Ref. as 2322)
- * As a principle of urban landscape design, this Plan encourages the use of indigenous plant materials as a means of urban beautification and, where possible, as a means of accomplishing erosion control and noise pollution abatement. (Ref. as 2323)

2340 - Residential Land Use Policies.

- * Future urban residential development projects should be designed and built to fit within the system of spatially defined residential neighborhoods as depicted in the Strategies Diagram. (Ref. as 2341)
- * A diversity of housing types and designs, built in a manner consistent with the Neighborhood Unit Concept, are to be encouraged in each neighborhood. (Ref. as 2342)

- * Low-density, single-family development should constitute approximately 75 percent of all developed residential land within typical neighborhood growth units. (Ref. as 2343)
- * Medium and higher density residential development should not exceed approximately 25 percent of the developed residential land area within a typical neighborhood. - (Ref. as 2344)
- * For physical planning purposes an overall net residential density of 8.5 dwelling units per acre will be anticipated within the neighborhood growth units. (Ref. as 2345)
- * Cluster housing and zero lot line development will be permitted in any residential area, with the density being determined by the zoning district in which such development is located. (Ref. as 2346)
- * Single-family housing should not exceed a maximum net density of 8.7 dwelling units per acre. (Ref. as 2347)
- * Medium-density residential development (not to exceed 18 dwelling units per net acre) should function as a buffer or transition between major streets, commercial districts, or higher density residential developments and lower density residential areas. (Ref. as 2348)
- * High density residential development should not exceed 29 dwelling units per net acre except in the CBD and shall be located in activity centers at the intersection of major streets or adjacent to a major street. Such development can function as a buffer or transition between commercial development or heavy automobile traffic and medium density residential development. (Ref. as 2349)
- * Typically, the density of residential development should decline as the distance increases from major streets or activity centers. (Ref. as 2350)
- * Medium and high density residential development, particularly in locations above ground level commercial uses, is to be encouraged in the Central Business District. (Ref. as 2351)
- * Landscaped open space buffer strips or, where applicable, landscaped drainage corridors should be used as buffers between medium or higher density development of any type and lower density single-family residential areas. (Ref. as 2352)
- * Traffic in the interior of residential neighborhoods should be limited by routing major streets along the perimeter of neighborhood units and limiting the direct access of single family areas to either local or collector streets. (Ref. as 2353)

- * Single-family residential development should not be permitted in areas zoned or proposed for commercial or industrial development and, where such uses currently exist, their continued use should not be encouraged unless they are being included in plans for a neo-traditional style development. (Ref. as 2354)
- * Medium and higher density residential development should be permitted in areas zoned or proposed for general commercial but not industrial development. (Ref. as 2355)
- * Residential development in the 100-year flood-plain should be discouraged and limited to non-urban densities (less than one unit per net acre). (Ref. as 2356)
- * Residential development in designated adverse noise zones around the airport ⁴ should be limited to non-urban densities of less than 1.0 units per net acre. (Ref. as 2357)
- * Churches and schools which are customarily a part of the total residential neighborhood environment should be permitted in low-density single-family residential areas only after a public hearing and City Council approval. (Ref. as 2358)
- * Elementary schools should be combined with neighborhood parks and located near the center of neighborhood units with surrounding land uses limited to low-density single-family residential development. ⁵ (Ref. as 2359)
- * Child care centers, halfway houses, and other social service facilities should not be permitted in low density single-family residential areas, but may be permitted in medium or higher density residential areas only after a public hearing and City Council approval. (Ref. as 2360)
- * New residential development at densities higher than one unit per acre should be prohibited in the 100-year floodplain. (Ref. as 2361)

2370 - Commercial Land Use Policies.

- * Commercial development will be encouraged in the Central Business District by reducing regulations and offering economic incentives, on a project-by-project basis, in order to provide the area with competitive development advantages. (Ref. as 2371)
- * Limitations will not be established on the height of commercial structures except for neighborhood commercial and office park zones. (Ref. as 2372)

⁴ As identified in Airport Master Plan.

⁵ Not applicable to neo-traditional planning principles.

- * Neighborhood convenience commercial development⁶ should be located in the periphery of residential neighborhoods and on a major street at, or in proximity to, the intersection of two major streets.⁷ (Ref. as 2373)
- * Office park developments are to be considered as good buffers or appropriate transitional uses between both commercial and light industrial development and residential development. (Ref. as 2374)
- * Planned shopping center development will be the preferred form of future commercial development and should be limited to "activity corridors" and to the intersections of major streets in "activity centers", subject to public review and City Council approval. (Ref. as 2375)
- * New strip or ribbon highway commercial development will be limited to "activity corridors". (Ref. as 2376)
- * Landscaped open space buffer strips should be required between commercial and residential development. (Ref. as 2377)

2380 - Industrial Land Use Policies.

- * Development of industrial parks for light industry and distribution should be promoted. (Ref. as 2381)
- * Industrial parks meeting industrial performance criteria should be less restricted as to their locations than general or heavy industry. (Ref. as 2382)
- * The use of office and industrial parks as buffers or transitions between residential development and general industrial development is a policy of this plan. (Ref. as 2383)
- * Areas proposed for industrial development will be protected from encroachment or invasion by residential development. (Ref. as 2384)
- * New industrial development, will be encouraged in existing industrial zoning districts along Cardinal Drive, Eastex Freeway and Interstate 10 and in the Mobil Chemical Plant area west of the Municipal Airport. (Ref. as 2385)

⁶ Small-scale convenience type retail and service uses as permitted in the NC "Neighborhood Commercial" classification of the Zoning Ordinance.

⁷ Not applicable to neo-traditional planning principles.

- * Warehousing and distribution centers and restricted light industry will be permitted in "activity corridors", subject to public review and City Council approval. (Ref. as 2386)
- * New industries which create air pollution should be located in areas that minimize their impact upon existing and future residential areas. (Ref. as 2387)

2390 - Special Issues and Areas of Concern: Policies.

- * It is the policy of this Plan to encourage the expansion of port and port-related industrial development into suitable areas adjacent to, across the river from, and along the river generally south of the Port of Beaumont. (Ref. as 2391)
- * Any proposed "In-fill" development should be compatible with surrounding uses⁸ and be "in harmony"⁹ with the existing architectural character of the area. To achieve those goals, in-fill development may: 1). replicate an adjacent or nearby building or structure with regard to design, scale, materials, and color; 2). closely duplicate an adjacent or nearby building or structure with regard to design, scale, materials, and color; 3). be of the same style and period of architecture but use a different design, color, or choice of materials in its construction while still maintaining architectural sensitivity with regard to scale and harmony with its surrounding; or 4). be of a different style and architectural period, scale, color, and material composition from its surroundings but maintaining both use compatibility and architectural sensitivity with its surroundings. (Ref. as 2392)
- * It is the policy of this Plan that approvals of in-fill development projects¹⁰ be based on consistency with any officially adopted goals, objectives, policies, and proposals for the area in which the in-fill project is located. (Ref. as 2393)
- * It is the policy of this Plan that future development projects along the proposed Hardin-Jefferson Parkway not front on or have direct access to the parkway and that special efforts are to be made in establishing and maintaining this future north-south

⁸ Maintaining compatibility with existing uses does not necessary require the same use as nearby structures but does require that there not be a great contrast between the type and time of use of the in-fill development and that of the existing surrounding uses.

⁹ Maintaining harmony with existing structures does not require duplication of nearby structures but does require that there not be a great contrast between the in-fill development and the existing surroundings.

¹⁰ In-fill development refers to "new" development (uses, buildings, and structures) being placed on a vacant parcel of land within an area that is basically surrounded by existing buildings or structures and uses. "New" is intended to mean "new to the site" so the development may be of new construction or a moved in building or structure.

transportation corridor as a commercial free, natural appearing landscape composed of native vegetation and physical features such as canals and bayous to buffer all developed areas adjacent to the parkway. (Ref. as 2394)

- * It is also the policy of this Plan that the objective of providing a north bound, access controlled transportation corridor for hurricane evacuation needs is considered to be paramount to all other objectives in building the future proposed Hardin-Jefferson Parkway. (Ref. as 2395)

2400 - PROPOSALS

2410 - General Planning and Land Use: Proposals.

In order to promote accessibility, orderliness, and efficiency of the form and spatial organization of the community, this Plan provides for the development of a hierarchical system of "activity centers or areas",¹¹ and "activity corridors". The following descriptions of these facilities, listed in order of density of development from lowest to highest, are identified on the Development Strategies Diagram accompanying this text. Along the bottom portion of the Strategies Diagram are graphic illustrations of the range of uses which are potentially a part of each activity center or area.

Neighborhood Activity Centers: A non-commercial activity center composed of an elementary school and a neighborhood park which is located in the approximate graphical center of a neighborhood. It can also contain some social service facilities for the residents of the neighborhood. Although located on a collector street, the area is intended to be primarily oriented to pedestrian and bicycle accessibility.

District Urban Activity Centers: A combination commercial and non-commercial activity center located at major thoroughfare intersections at the approximate geographical center and convergence of three to five neighborhoods. Commercial uses include neighborhood shopping centers, professional offices, and businesses selling convenience goods or providing personal services such as barber shops and beauty parlors. The goods and services offered are primarily intended to serve those persons residing in the adjacent neighborhoods and persons visiting those neighborhoods. Non-commercial uses in a district include recreational facilities, churches, junior high or middle schools, branch libraries, public safety facilities, and higher density residential developments.

Community Urban Activity Centers: A combination commercial and non-commercial activity

¹¹ An Activity Center consists of clusters of mixed-use facilities and do not represent a single building or complex. The legend of the Development / Re-development / Conservation Diagram accompanying this text indicates the range of uses which are potentially a part of each type of activity center.

center located at major thoroughfare intersections at the approximate geographical center and convergence of three to five districts. The community center, as a development concept, is essentially the same as a district center but expanded and refined in function, size, and service capacity. Commercial uses include community shopping centers, office complexes, and businesses providing personal or professional services. Non-commercial uses would include satellite health clinics, high schools, churches, community recreational facilities, and higher density residential developments.

Regional Urban Activity Centers: These centers are located at interchanges of major circumferential and radial freeways or expressways near the approximate geographical center of each region. These centers contain major retail commercial businesses and non-commercial facilities that may include regional shopping centers, major office complexes, governmental agencies, branch libraries, hospitals, and higher density residential developments.

Urban Activity Corridors: These proposed activity corridors provide for mixed urban and suburban type uses adjacent to Interstate 10, Eastex Freeway, U.S. Highway 90, and on Cardinal Drive.

This plan provides for 17 activity centers made up of 3 District Centers; 9 Community Centers; and 2 Regional Centers. In addition, three "special districts" are identified; one for the area in and around the old CBD; another identifying a university district surrounding Lamar University; and a third district encompassing the concentration of medical and professional offices extending from IH-10 down Eleventh Street to College and east to near Fourth Street.

The plan further includes five types of urban areas: Neighborhood Growth Units which are intended to act as cellular "building blocks" for future neighborhood development; Stable Areas are those developed areas which are basically in good condition and free from blighting influences. These areas may have some remaining development sites available; Conservation / Revitalization Areas which are areas having need for some to a substantial amount of improvement in its buildings or structures and/or public infrastructure; Heavy Industrial Areas; and Industrial / Distribution / Office Park Areas. For non-urban areas the Strategies Diagram identifies the following four types of areas: Agricultural Areas; Low Density Rural Development Areas, Growth Reserves, and Open Space Areas. Descriptions of each of the above urban and non-urban areas are provided below. Other uses shown are transportation / utilities, green belts and major parks, open spaces, and major public facilities.

"Neighborhood Growth Units" are intended to accommodate Beaumont's needs for new residential neighborhoods and related shopping areas and community facilities for the next two to three decades. Neighborhood growth units may be developed along the line of either of the below described development models or design concepts.

Use of the more "Contemporary Neighborhood Design Concept" which has been

Beaumont's development model since 1982¹² provides for a diversity of housing types and convenient access to parks, schools, and shopping centers while still protecting single-family residential areas from intrusions of incompatible land uses and vehicular traffic. The contemporary model provides, among other things, for the separation of land uses by placing low-density housing around a central core feature, composed of an elementary school and park, with commercial and higher density residential uses placed near the outer boundaries of the neighborhood which is set within a curvilinear and cul-de-sac street pattern, generally with off-street parking and few or no sidewalks, and lots "without" rear access via an alley.

The New Urbanist model or "Neo-Traditional Neighborhood Design Concept"¹³ which provides for a diversity of housing types with at least some mixing of land uses, generally on a main street commercial area fronting a community commons, but also within residential areas where special conditions and regulations exist. Further characteristics include a rectilinear or modified grid street pattern along with alleys and sidewalks, as well as the extensive use of various lot sizes, setbacks, and internal and peripheral green spaces. The design may also include public transit facilities as a major element of the design.¹⁴

"Stable Areas" are the built-up areas of the city which are generally characterized by good and excellent structural housing conditions and neighborhoods free from blighting influences such as an incompatible mix of land uses, abandoned buildings, and street layouts inappropriate for residential development. These areas may have vacant parcels which can be developed. Zoning and capital improvement policies and actions should protect these stable areas from blighting influences.

"Conservation / Revitalization Areas" are the areas of the city where immediate action is needed to prevent or reverse deterioration. These areas are characterized by fair to poor housing conditions, some to significant mixtures of incompatible land uses and declining numbers of housing units and small businesses. Recommended approaches to conserving and revitalizing these areas should be based on adopted renovation, rehabilitation, and re-development policies applicable to the following:

¹² A neighborhood design concept by Clarence A. Perry and first described in the Regional Survey for New York and its Environs which was published in 1929 by the Russell Sage Foundation.

¹³ As promoted by advocates such as Andres Duany and Elizabeth Plater-Zyberk and many others.

¹⁴ For discussion of design concepts see The New Suburb: Analysis and Trends published by the Center for Urban Transportation Studies and School of Architecture and Urban Planning, University of Wisconsin-Milwaukee, July, 1991.

- * the maintenance and re-establishment of housing and businesses in the area;
- * the improvement of public facilities, utilities, and streets;
- * the development and implementation of neighborhood plans;
- * the procedures to be used in and purposes for conducting zoning and land use studies in these areas; and
- * the implementation of spot-demolition and redevelopment programs in severely deteriorated areas.

"Growth Reserves" are areas recommended as potential long-term expansion areas for the city. These areas are included within Beaumont's official extra-territorial jurisdiction and should be protected from substandard development which would threaten Beaumont's long-term growth prospects.

"Open Space Areas" are areas where development at urban intensities is inappropriate, such as wetlands, swamps, marshes, and the banks of natural waterways and water bodies; areas with development limitations and hazardous environmental conditions, such as poor soil or sub-soil conditions; 100-year flood plains, and geological faults; areas having special characteristics that need protection from development, such as unique animal and plant habitats, ground water recharge areas, or historical sites; and man-made features such as cemeteries, golf courses, and natural resource extraction areas which provide visual open space due to the particular use of the property.

"Low Density Rural Areas" are areas that could not be economically served with City utilities and therefore are intended to not be developed to urban intensities. The type of uses permitted would range from residential to commercial to light industrial, however, the density of development should be limited.

"Rural Settlements" which are found in non-urbanized areas; generally, at a T-intersection or at the crossroads of two rural type roads which have a small store or church and a small number of residential dwellings of varying building and lot sizes. These settlements are surrounded by agricultural or forest uses. Rural settlements may also be found in the urban fringe of a city in which case agricultural pursuits may have declined or be declining and the physical layout and uses of land may be undergoing change due to development pressures resulting from a greater economic and social connection with the nearby city or town. The sense of place associated with a rural settlement in such a location is often much less than that generally characterized by a more rural location where visual focal points might still be found. Buildings and dwellings in the smaller settlements and in more remote locations will generally have on-site well water and waste water systems whereas a larger settlement, particularly if it is near an incorporated city is likely to have some form of public water system and possibly a public sewerage system. Development within or near rural settlements should occur in a manner that maintains the existing character of the settlement or, where adopted, supports the provisions of an official plan for the area. These areas should be developed in a manner that fosters a sense of place rather than duplicating suburban sprawl.

"Agricultural Areas" are areas historically associated with and expected to remain, for the foreseeable future, in agricultural uses.

Development incentives are to be developed as follows:

- * Incentives should be provided to encourage energy conservation and efficiency in the layout of subdivisions.
- * Incentives and technical assistance should be provided to encourage developers to retain some trees on development sites.

"Office/ Warehouse/ Distribution Parks". Characteristically, an office / warehouse / distribution park involves a relatively large site that has been planned and developed with a campus like setting and is intended to be operated as a functionally integrated and aesthetically well designed and controlled environment featuring extensive landscaping, a unified architecture, on-site parking, limited usage of signs, attractive lighting, and possibly continuing tenant services for grounds maintenance and security. Such parks are intended to have excellent access to one or more transportation facilities necessary to serve the traffic demands of an area of concentrated office buildings or warehouse / distribution facilities or a combination of such uses, i.e. major highways and rail, ship, and air transport facilities. Uses incidental but necessary to the predominant uses in these parks and the support facilities required to serve the population working in or visiting the area may also be found there. Such incidental or support uses are intended to serve the immediate neighborhood, not the community at large.

2440 - Residential Land Use Proposals

- * This Plan proposes to accommodate most of the future residential growth and development in the community by providing for a series of geographically disbursed neighborhood growth units. Lower density single-family residential development is proposed to make up approximately 75 percent of all developed residential land within each neighborhood growth unit with remaining development being higher density multi-family development located at the periphery of each unit directly adjacent to major streets. (Ref. as 2441)
- * The Plan proposes that higher density residential development be in activity corridors, the University District, the CBD area, and in regional, community and district centers. (Ref. as 2442)
- * High-rise multi-family residential development is proposed for the Central Business District. (Ref. as 2443)

2460 - Commercial Land Use Proposals

- * This Plan provides for "activity corridors" along Interstate 10, Eastex Freeway, Cardinal Drive, and U.S. Highway 90 which would permit general commercial development. New strip or ribbon commercial development on streets other than designated "activity corridors" is not proposed and is contrary to the city's official commercial development policies. (Ref. as 2461)
- * The plan also provides for a hierarchical system of "activity centers" to provide development opportunities for a broad geographic range and variety of shopping centers and miscellaneous retail and service activities. Two regional "activity centers" which would include regional shopping centers are proposed in the plan. One regional center includes the already developed Parkdale Mall located on the Eastex Freeway while another regional center might be developed near the intersection of Brooks Road and Interstate 10. (Ref. as 2462)
- * The plan identifies three "special districts"; the old Central Business District or downtown Beaumont to be the banking, government, professional office, and convention and entertainment center of Beaumont, a university district around Lamar University, and a medical / office district along Eleventh Street from IH-10 south to College and east to Fourth Street. These are areas identified as having unique and specialized development opportunities. (Ref. as 2463)

2480 - Industrial Land Use Proposals.

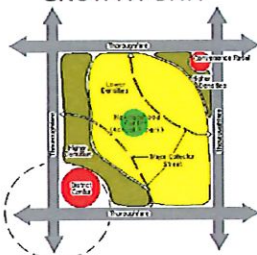
- * It is proposed that the area along the extension of Walden Road eastward of Fannett Road to West Port Arthur Road be developed as a warehousing / distribution center. (Ref. as 2481)
 - * The area south of Washington Blvd. to the LNVA canal between IH-10 and the future southward extension of Dowlen Road is proposed as an area for light industrial uses. For the areas south of the LNVA Canal to Brooks Road between IH-10 and the southward extension of a line along the extension of Dowlen Road is proposed as an area for office park and warehouse distribution uses. (Ref. as 2482)
- Another area of office park and warehousing / distribution facilities is proposed north of the Municipal Airport between Keith Road and Gentry Road. (Ref. as 2483)
- * This plan proposes to continue to allow future industrial expansion in existing industrial districts along Cardinal Drive, Interstate 10, and the Eastex Freeway. (Ref. as 2483)
 - * This Plan proposes to include a small area of current industrial zoning on the east side of

Eastex freeway between Oakcrest and the LNVA Canal to be included in an "activity corridor" which would permit light industrial development but only after public review and City Council approval. (Ref. as 2484)

2490 - Special Issues and Areas of Concern: Proposals

- * The revision and re-adoption of this Development Strategies Plan and Diagram to provide for development incentives to encourage the achievement of specific goals and objectives within this plan is proposed to be completed by the end of the year 2001. (Ref. as 2491)
- * It is intended that the currently adopted future transportation corridor identified as the Mid-County Expressway be continued westward and northward from IH-10 to extend to U.S. 69 in Hardin County in order to serve an additional north bound hurricane evacuation route and that said corridor is to be developed as a commercial free, sign restricted, landscaped, limited access parkway. (Ref. as 2492)
- * Development and adoption of a Master Plan for Downtown Beaumont including that area west to MLK Parkway is desirable no later than the end of the year 2002. (Ref. as 2494)
- * To develop incentives to encourage developers to retain some existing trees on their development sites. (Ref. as 2495)

CONTEMPORARY
NEIGHBORHOOD
GROWTH UNIT



CONTEMPORARY NEIGHBORHOOD DESIGN This is a new kind of housing types and convenient access to parks, schools, and shopping centers while still protecting single-family residential areas from intrusions of incompatible land uses and vehicular traffic. It provides, among other things, for the expansion of land uses by placing low-density housing around a central core feature, a complex of an elementary school and park, with commercial and higher-density residential uses in the center. The boundaries of the neighborhood which is set within a curvilinear and cut-edge street pattern, generally with off-street parking and fewer or no sidewalks, and lots "without" rear access via an

OPEN SPACE AREAS. Areas where it is either undesirable or inappropriate for urban uses to occur, such as wetlands, swamps, marshes, and parks of natural beauty. It also includes water bodies as well as areas with developmental limitations or hazardous environmental conditions, such as soil or sub-soil conditions, 100-year flood plain, and geologic faults, and also areas having special characteristics that need protection for development, such as unique animal and plant habitats, ground water re-charge areas, natural preserves, or historical sites. Many of these areas are considered to be of high value to the community, and, as such, highways, canals, and natural resource projects which would provide use of open space due to particular use of the property also are considered open space areas.

STABLE AREAS - Built up areas which are generally characterized by good to excellent structural conditions and neighborhoods that are free from blighting influences such as incompatible land uses, dilapidated and defect buildings and a deteriorated or poor public infrastructure. Vacant parcels which may exist are good to excellent development sites.

CONSERVATION/REVITALIZATION AREAS - Built up areas where a significant portion of the area is expanding influences such as incompatible land uses, dilapidated and defunct structures, a deteriorating or poor public infrastructure, and a decline in population and the number of housing units and businesses. Immediate action are needed to prevent continued deterioration and to reverse and repurpose these conditions.

RESOL

WHEREAS, the City Planning Commission recognizes its responsibilities as provided for in Sec. 2-22 of the City Code for with regard to its duty to make studies and project plans for the improvement of the City with a view as to its future development and expansion, and,

the CEQA, the City Planning Commission intends that there be no delays in the development and implementation of the city and the plan is better in order to provide for the growth and development needs of the urban community, and,

Sub-ER-23, the City Planning Commission has reviewed the Developing Smart Strategies Diagram as an element of the Comprehensive Plan at a public hearing held thereon, and,

WHEREAS, the City Planning Commission has studied, debated, and has concluded that it should recommend the adoption of the Plan herein presented;

BEOW, THOMAS J., is a member of the City Planning Commission and a member of the City Council of the City of Beaverton that said Plan be adopted as a component of the Comprehensive Plan of the City of Beaverton, and

PASSED BY THE CITY PLANNING COMMISSION of the City of Beaumont on 16th day of December

Signed by Laurie Hall Leister	January 27, 2003
Chairman, Budget and Planning Commission	Date

City Council Resolution / Ordinance No. : 03-16 Date: January 14, 2003
January 20, 2003


Signed by Evelyn M. Lord	January 22, 2003
Mayor Evelyn M. Lord	Date

The increase proposed by the bill of the Planning Scheme in using the New 10% criterion, and the slight delay caused by working of the South East Town Regional Planning Commission. Because a map was made to be in force on the second April 1964, it was not the intention of the Council to make any change to the map. It was intended to be made in the next year, but it was not possible to do so. The Council decided to make the map in the next year, but it was not possible to do so. The Council decided to make the map in the next year, but it was not possible to do so.

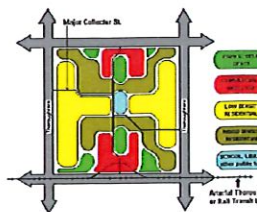
Prepared by the City of Beaumont Planning Division of the
Department of Economic Development - November 2002

Recorded at the Jefferson County Courthouse
Date: 04/28/2003 File # 2003010078
Volume # 104 Page # 104 Map Records

OTHER MAP FEATURES

-
- | | |
|---|--------------------------------|
|  | BIG THICKET |
|  | GREENBELTS & MAJOR PARKS |
|  | PUBLIC |
|  | TRANSPORTATION |
|  | FREEWAY |
|  | EXPRESSWAY (FUTURE) |
|  | PARKWAY (APPROX. FUTURE ROUTE) |
|  | MAJOR STREETS (EXISTING) |
|  | MAJOR STREETS (FUTURE) |
|  | BEAUMONT ETJ |
|  | BEAUMONT CORPORATE LIMITS |
|  | OTHER CORPORATE LIMITS |
|  | RAILROAD |
|  | HYDROLOGY |

NEO-TRADITIONAL NEIGHBORHOOD DESIGN CONCEPT








Development of neighborhood growth units in general accordance with the neo-traditional model would provide for a diversity of housing types with at least some mixing of land uses, generally on a main street commercial area bordering a community commons, but also under special conditions within residential areas. A streetcar grid or modified grid street pattern is used along with alleys and sidewalks, as well as the extensive use of various lot sizes, setbacks, and internal and peripheral green spaces. The design may also include public transit facilities as a major element of the design.

URBAN

- | | |
|---|---------------------------------|
|  | NEIGHBORHOOD GROWTH UNIT |
|  | STABLE AREA |
|  | CONSERVATION AND REVITALIZATION |
|  | OFFICE PARK / DISTRIBUTION |
|  | LIGHT INDUSTRIAL |
|  | HEAVY INDUSTRIAL |

NON-URBAN

-  OPEN SPACE
 GROWTH RESERVE
 LOW DENSITY RURAL DEVELOPMENT
 AGRICULTURE
 RURAL SETTLEMENT

ACTIVITY CENTER CONCEPT

-
- DISTRICT CENTER**
- May include neighborhood shopping centers, professional offices, recreational facilities, formal shops, schools, theaters, branch banks, restaurants, and higher density residential development.
- COMMUNITY CENTER**
- May include community shopping centers, suitable health clinics, high schools, churches, civic centers, community recreational facilities, and higher density residential development.
- REGIONAL CENTER**
- May include hospitals, branch banks, government offices, agencies, major police complexes, regional shopping centers, and higher density residential development.
- SPECIAL DISTRICT**
- The Central Business District may include downtown retail shops, financial institutions, business offices and services, hotels, restaurants, theaters, health, recreation, business, and cultural centers, nonresidential and entertainment facilities, and major government offices. The University District may include universities, research and development, and educational facilities and other related facilities. The Medical Office District includes major hospitals and medical services, doctor offices, major office complexes and shopping facilities.
- ACTIVITY CORRIDOR**
- May include highway commercial and some office building activities, hotels and entertainment and cultural, medical office industry, business

MAJOR STREET & HIGHWAY PLAN

A Component of the Comprehensive Plan of The City of Beaumont

with APPENDIX "A":

"Major Street & Highway Plan Development Standards"

Adopted
Nov. 25, 2008

MAJOR STREET & HIGHWAY PLAN

A Component of the Comprehensive Plan of The City of Beaumont

with APPENDIX "A":
"Major Street & Highway Plan Development Standards"

Prepared by
The Planning Division of
the Community Development Department

Prepared for
Beaumont, Texas
City Planning and Zoning Commission
Laurie Leister, Chairman
Greg Dykeman, Vice Chairman
Glenn Bodwin
Marty Craig
Dale A. Hallmark
Carlos Hernandez
Dohn LaBiche
William Lucas
Albert Robinson

Adopted
Nov. 25, 2008

RESOLUTION NO. 08-316

BE IT RESOLVED BY THE CITY COUNCIL OF THE
CITY OF BEAUMONT:

THAT the City Council of the City of Beaumont hereby approves the re-adoption of the current Major Street & Highway Plan "Map" and accompanying "Appendix A," as amended, defining street and highway development standards of the plan, as set forth in Exhibit "A," all of which are components of the Comprehensive Plan of the City of Beaumont.

PASSED BY THE CITY COUNCIL of the City of Beaumont this the 25th day of
November, 2008.



Becky Ames

- Mayor Becky Ames -

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Proof of Adoption.
Table of Contents.
Exhibit "A".
Appendix "A".

APPENDIX "A":

"Major Street & Highway Plan Development Standards"
of the

MAJOR STREET & HIGHWAY PLAN

A Component of the Comprehensive Plan of The City of Beaumont

Major Street and Highway Plan Development Standards

Roadway Classifications & Planned Facilities Descriptions

Adopted: Nov. 25, 2008

Ord. / Res. No.: 08 - 316

Roadway Name	Roadway Class.	Limits From - To	ROAD CLASS					Classification			Remarks:
			Min. R/W Width	Min. # Thru Lanes	CTL or Median	Curbs & Gutter or Shoulder	Parking Lane(s)	Side-walks	Sub-Script	CTL = Center turn lane C&G = Curb and gutter SR = Service Road 2S = Sidewalks on 2 sides; 1S = 1 sidewalk only. O = Optional; Ext. = Road Extension. M = 14' Median unless otherwise noted under remarks SH = 8' shoulder on each side of the road	
Avenue "A"	SA-u	College south to Franklin.	60'	2	CTL	C&G			u = Urban		
"	SA-u	Franklin south to Washington.	60'	2	CTL	C&G			s = Suburban		
"	SA-u	Washington south to Woodrow.	70'	4	No	C&G			r = Rural		
"	SA-u	Woodrow south to West Virginia.	70'	4	No	C&G					
Avenue "A" Ext. South	SA-u	West Virginia south to West Pt. Arthur	70'	4	No	C&G					
For southward continuation of corridor see West Port Arthur Road.											
Avenue "C"	MC-u	Crockett south to Wall.	60'	2	No	C&G					File Name + APPDA08A.WK4
"	MC-u	Wall south to Franklin.	60'	2	CTL	C&G					
"	MC-u	Franklin south to Irma St.	60'	2	CTL	C&G					
"	MC-u	Irma St. south to Washington.	60'	2	No	C&G					
"	MC-u	Washington south to Harriot.	60'	2	No	C&G					
Baker Rd.	MC-s	Wescalden west to Pt. Arthur FWC.	60'	2	No	C&G					
"	MC-s	Westcalden east to Sandlin Street.	60'	2	No	C&G					
Baker Rd. - Ext. East	MC-s	Sandlin St. east to S. Major to Pt. Arthur FWC	60'	2	No	C&G					
"	MC-s	Pt. Arthur FWC east to Dowlen Rd. Ext. S. at UNR-2	60'	2	No	C&G					
Baker Rd. - Ext. West	MC-s	Pt. Arthur FWC west to Keith Rd. Ext. South to Main Lane Ext. S. to Smith R. Ext. North.	60'	2	No	C&G					
Belvedere Dr.	MC-s	Calder north to Phelan.	60'	2	CTL	C&G					
"	MC-s	Phelan north to Gladys to Regina.	60'	2	No	C&G					Bridge needed at Hillebrandt Bayou.
For corridor continuation see Regina.											
Bigner Rd.	MC-u	E. Lucas north to Maida to Roland.	60'	2	CTL	C&G					
Bigner Rd. - Ext. West	MC-u	From Roland north and then west to Hilbig Rd. at or near Cornstock.	60'	2	CTL	C&G					
BISD Athletic Complex Blvd.	MC-s	Northwestward from S.H. 124 at Downs Rd. then northward and then northwesterly to and over IH-10 to connect with Lindberg Dr. Ext. South and then to Dowlen Rd. Ext. South.	60'	4	M	C&G					Overpass at IH-10.
Blanchette	MC-u	Main St. west to Neches.	70'	4	No	C&G					

Major Street and Highway Plan

Development Standards

Roadway Classifications &
Planned Facilities Descriptions

Adopted: Nov. 25, 2008

Ord. / Res. No.: 08-316

Roadway Name	Roadway Class.	Limits From - To	Min. R/W Width	Min. # Thru Lanes	CTL or Median	Curbs & Gutter or Shoulder	Parking Lane(s)	Side-walks	Classification		Remarks:
									Road Class	Sub-Script	
									Fwy = Freeway Expy = Expressway MA = Major Arterial SA = Secondary Arterial MC = Major Collector Pkw = Parkway	CTL = Center turn lane C&G = Curb and gutter SR = Service Road 2S = Sidewalks on 2 sides; 1S = 1 sidewalk only. O = Optional; Ext. = Road Extension. M = 14' Median unless otherwise noted under remarks SH = 8' shoulder on each side of the road	
Blewett Rd.	MC-s	Fannett Rd. south approx. 1 mile.	100'	2	No	SH	---	---			File Name + APPDA08A.WK4
Blewett Rd. - Ext. South	MC-r	From approx. 1 mile south of Fannett Rd. southeasterly to Winzor Rd. at Blewett Road.	100'	2	No	SH	---	---			Portion near Fannett would be parallel to Mid-County Expressway.
For corridor continuation southward see Winzor Road.											
Blewett Rd.	MA-s	Labelle Rd. west approx. 1 & 1/8 mile.	150'	2	No	SH	---	---			
For continuation of corridor east of Labelle Road, see Humble Rd. Ext. West.											
Blewett Rd. - Ext. West.	MA-s	From approximately 1 to 1 & 1/8 miles west of Labelle extend northwesterly and then west to again connect with Blewett Rd. east of Winzor Road.	150'	2	No	SH	---	---			
Blewett Rd.	MA-s	From Blewett Rd. Ext. West at Blewett Rd. westward to Winzor Road.	150'	2	No	SH	---	---			
"	MA-r	From Winzor Rd. west to end of existing Blewett Road approximately 500 feet west of Winzor Road.	150'	2	No	SH	---	---			
Blewett Rd. - Ext. West.	MA-r	From approximately 500 west of Winzor Rd. at Blewett Rd. west to Fannett Rd.	150'	2	No	SH	---	---			Suggest Boyt Rd. between Fannett Rd. and IH-10 be re-named as Blewett Road. Also see Meeker Road Ext. South for re-naming of Boyt Road west of IH-10.
"	MA-r	From Fannett Rd. west along Boyt Road to IH-10.	150'	2	CTL	SH	---	---			
For westward continuation of corridor see Meeker Road Ext. South.											
Boyt Rd., South	MC-r	Lawhon Rd. south to Kidd Rd. to UNR-9A at UNR-9B to Mack's Rd.	100'	2	No	SH	---	---			
Boyt Rd., South - Ext. South.	MC-r	Mack's Rd. south to Meeker Rd. Ext. South.	100'	2	No	SH	---	---			
Bristof Dr.	MC-s	23rd St. west to E. Caldwell.	60'	2	No	C&G	---	---			
Broad Oak	MC-s	Old Voth Rd. east to northbound service road of Eastex Fwy.	65'	2	No	C&G	---	---			
"	MC-s	Eastex Fwy. East to Sherwood.	70'	2	No	C&G	---	---			
Brooks Rd.	SA-s	Fannett Rd. west to IH-10.	80'	4	CTL	C&G	---	---			
"	SA-s	IH-10 west to S. Major Drive.	80'	4	CTL	C&G	---	---			

Major Street and Highway Plan Development Standards

Roadway Classifications & Planned Facilities Descriptions

Adopted: Nov. 25, 2008

Ord. / Res. No.: 08 - 316

ROAD CLASS
Fwy = Freeway
Expy = Expressway
MA = Major Arterial
SA = Secondary Arterial
MC = Major Collector
Pkw = Parkway

Classification
Sub-Script
u = Urban
s = Suburban
r = Rural

CTL = Center turn lane
C&G = Curb and gutter
SR = Service Road
2S = Sidewalks on 2 sides; 1S = 1 sidewalk only.
O = Optional; Ext. = Road Extension.
M = 14' Median unless otherwise noted under remarks
SH = 8' shoulder on each side of the road

Remarks:

File Name + APPDA08A.WK4

Roadway Name	Roadway Class.	Limits From - To	Min. R/W Width	Min. # Thru Lanes	CTL or Median	Curbs & Gutter or Shoulder	Parking Lane(s)	Sidewalks	Remarks
"	SA-s	S. Major Dr. west to Keith Rd. Ext. South to Smith Road.	80'	4	CTL	C&G	---	---	
"	SA-s	From Smith Road west to S. Pine Island Road.	150'	2	No	SH	---	---	
Brooks Rd. - Ext. West	SA-r	S. Pine Island Rd. west to Meeker Rd. Ext. S.	150'	2	No	SH	---	---	
Brooks Rd. - Ext. East	MC-s	Fannett Rd. east to Tyrrell Park Rd.	60'	2	No	C&G	---	---	
Broussard Rd. (North)	MC-s	Tram Rd. west to Loop Road.	60'	2	No	C&G	---	---	
Broussard Rd. (South)	MC-r	Hillebrandt Rd. west to Latta Road.	100'	2	No	SH	---	---	
Buford St.	MC-u	From eastern City Limits west to Carroll St.	70'	2	No	SH	---	---	
"	MC-u	Carroll St. west to Leiper St. to Sabine Pass.	70'	4	No	C&G	---	---	
See Royal St. for Buford - Royal corridor continuation.									
Calder Avenue,	SA-u	Main St. west to MLK Pkwy.	70'	4	CTL	C&G	---	---	
"	SA-u	MLK Pkwy. west to 11th St. to IH-10.	70'	4	CTL	C&G	---	---	
"	SA-u	IH-10 west to 18th St.	90'	4	CTL	C&G	---	---	
"	SA-u	18th St. west to W. Lucas.	70'	4	No	C&G	---	---	
"	SA-u	W. Lucas west to Phelan.	70'	2	CTL	C&G	---	---	
"	MC-u	Phelan west to Dowlen to Phelan.	70'	2	CTL	C&G	---	---	
For corridor continuation see Phelan.									
Calderwood Ave., East.	MC-s	Calder south to Cross at Bristol.	60'	2	No	C&G	---	---	
"	MC-s	Cross at Bristol south to SP RR.	60'	2	No	C&G	---	---	
For Continuation of East Calderwood - Lindbergh Corridor see Lindbergh Avenue.									
Callahan Road (Hardin Co.)	MC-s	From Keith Rd. north to proposed Hardin-Jefferson Parkway.	60'	2	No	C&G	---	---	
"	MC-s	From proposed Hardin-Jefferson Pkwy. north to F.M. 421.	60'	2	No	C&G	---	---	
Callaghan St. (See Rolfe Christopher Dr.)									
Campus Avenue.	MC-u	Highland west to present end west of Ector Street.	60'	2	No	C&G	2	---	

Major Street and Highway Plan Development Standards

Roadway Classifications & Planned Facilities Descriptions

Adopted: Nov. 25, 2008

Ord. / Res. No.: 08-316

Ord. / Res. No., DO - 310	Roadway Name	Roadway Class.	Limits From - To	Min. R/W Width	Min. # Thru Lanes	CTL or Median	Curbs & Gutter or Shoulder	Parking Lane(s)	Side-walks	Remarks.
	" (1-Way West Bound)	MA-u	Using Wall from MLK Pkwy. west to Orange Avenue.	60'	3 to 2	No	C&G			File Name + APPDA08A.WK4
	" (1-Way East bound).	MA-u	Orange Avenue east to MLK Pkwy.	80'	2 to 3	No	C&G			
	" (1-Way East bound).	MA-u	MLK Pkwy. east to Trinity.	60'	3	No	C&G			
	" (1-Way East bound).	MA-u	Trinity east to Neches.	65'	3	No	C&G			
	" (2-way).	MA-u	Orange Avenue west to Ave. D.	75'	4	CTL	C&G			
	"	MA-u	Ave. D west to Fourth St.	70'	4	CTL	C&G			
	"	MA-u	Fourth St. west to SP RR.	70'	4	CTL	C&G			
	"	MA-u	SF RR west to Eighth St. to Eleventh St.	100'	4	CTL	C&G			
	"	MA-u	Eleventh St. west to IH-10.	100'	6	CTL	C&G			
	"	MA-s	IH-10 west to Dowlen Rd. to Major Dr.	120'	6	CTL	C&G			Grade Separation at Major.
	"	MA-s	Major Dr. west to Wescalden to 580' west of Wescalden.	120'	6	CTL	C&G			
	"	MA-s	580' west of Wescalden to Keith Rd. to Gentry Rd. Ext. South and Smith Road Ext. North connection at College.	150'	4	M	C&G			
	"	MA-r	From Gentry Rd. Ext. South and Smith Rd. Ext. North connection at College Rd. west to Meeker to the ETJ Line.	150'	4	M	SH			
Collier Rd.		MC-s	Shakespeare west to Major Dr.	60'	2	No	C&G			
Comstock Rd.		MC-u	Glen Oaks Circle north to Helbig at Bigner Rd. Ext. West.	60'	4	No	C&G			
See Bigner Rd. - Ext. West for eastward continuation of corridor.										
Comstock Rd. - Ext. South.		MC-u	Glen Oaks Circle south to S.H. 105 Ext. East at proposed Dowlen Rd. Ext. North.	60'	4	No	C&G			
See Dowlen Rd. - Ext. North for southward continuation of corridor.										
Concord Rd.		SA-s	S.H. 105 south to Judy Lane.	90'	4	CTL	C&G			
" Re-alignment		SA-s	Judy south to Garner Road.	90'	4	CTL	C&G			
Concord Rd.		SA-s	Garner Rd. south to N. Dowlen Road.	90'	4	CTL	C&G			
"		SA-u	Dowlen Rd. south to E. Lucas.	80'	4	CTL	C&G			
"		SA-u	E. Lucas south to Pinkston.	80'	4	CTL	C&G			

CTL = Center turn lane

C&G = Curb and gutter

SR = Service Road

2S = Sidewalks on 2 sides; 1S = 1 sidewalk only.

O = Optional; Ext. = Road Extension.

M = 14' Median unless otherwise noted under remarks

SH = 8' shoulder on each side of the road

Major Street and Highway Plan

Development Standards

Roadway Classifications & Planned Facilities Descriptions

Adopted: Nov. 25, 2008

Ord. / Res. No.: 08 - 318

ROAD CLASS		Classification		Sub-Script		CTL = Center turn lane		C&G = Curb and gutter		SR = Service Road		2S = Sidewalks on 2 sides; 1S = 1 sidewalk only.		O = Optional; Ext. = Road Extension.		M = 14' Median unless otherwise noted under remarks		SH = 8' shoulder on each side of the road	
ROADWAY		Freeway		Expressway		MA = Major Arterial		SA = Secondary Arterial		MC = Major Collector		Pkw = Parkway							
Roadway Name		Roadway Class.		Limits From - To		Min. R/W Width		Min. # Thru Lanes		CTL or Median		Curbs & Gutter or Shoulder		Parking Lane(s)		Side-walks		Remarks:	
Concord Realignment		SA-u		Pinkston south to east of Beard.		80'		4		CTL		C&G						File Name + APPDA08A.WK4	
Concord Rd.		SA-u		From east of Beard east across RR to connect with old Concord R/W south to point near Ironton.		80'		4		CTL		C&G							
" (1-Way east bound)		SA-u		Ironton south to Live Oak.		60'		2		No		C&G							
" (1-Way west bound)		SA-u		Live Oak southeasterly to Gulf Street.		60'		2		No		C&G							
See Gulf St. for southward continuation of corridor and Mariposa Streets for connection to MLK Parkway.				Gulf west to Live Oak.		60'		2		No		C&G							
Corley Ave.		MC-u		MLK Pkwy. west to Ave. A to Fourth Street.		60'		2		No		C&G						Corley is not accessible by north bound MLK traffic. Corley traffic can only go southbound on MLK.	
"		MC-u		Fourth St. west to Eleventh Street.		60'		4		No		C&G							
"		MC-u		Eleventh St. west to IH-10.		60'		4		No		C&G							
Coltonwood Ave.		MC-u		Concord west to R.R. to Roman Street.		60'		2		No		C&G							
"		MC-u		Roman St. west to 7th St.		60'		2		No		C&G							
See Dollinger for westward continuation of corridor.																			
Crockett Street		MC-u		Pine west to Main Street.		60'		4		CTL		C&G							
"		MA-u		Pearl St. west to Orleans.		80'		4		CTL		C&G							
Plaza interrupts from Orleans to Neches. Connects to Liberty / Laurel Corridor.																			
Crockett St. (continued).		MC-u		Neches west to Trinity St. R / W to MLK Pkwy. (Spur 380).		60'		2		No		C&G							
"		MC-u		MLK Pkwy. west to 6th St.		70'		4		No		C&G							
See Hollywood for westward continuation of corridor.																			
Grow Rd.		MC-u		Dowlen south to Folsom.		60'		4		No		C&G							
Delaware St.		MC-u		Pine west to Magnolia.		60'		2		No		C&G							
"		SA-u		Magnolia west to Gulf St.		60'		2		No		C&G							
"		SA-u		Gulf St. west to Renaud St.		60'		2		No		C&G							
"		SA-u		Renaud west to Concord.		70'		2		No		C&G							
"		SA-u		Concord west to 560' West of 10th St.		70'		4		No		C&G							

Major Street and Highway Plan Development Standards

Roadway Classifications & Planned Facilities Descriptions

Adopted: Nov. 25, 2008

Ord. / Res. No.: 08 - 316

Major Street and Highway Plan Development Standards									
Roadway Classifications & Planned Facilities Descriptions									
Adopted: Nov. 25, 2008									
Ord. / Res. No.: 08 - 316									
ROAD CLASS									
Classification									
Sub-Script									
Frwy = Freeway									
Expwy = Expressway									
MA = Major Arterial									
SA = Secondary Arterial									
MC = Major Collector									
Pkw = Parkway									
CTL = Center turn lane									
C&G = Curb and gutter									
SR = Service Road									
2S = Sidewalks on 2 sides; 1S = 1 sidewalk only.									
O = Optional; Ext. = Road Extension.									
M = 14' Median unless otherwise noted under remarks									
SH = 8' shoulder on each side of the road									
Remarks:									
File Name + APPDA08A.WK4									
Roadway Name	Roadway Class	Limits From - To	Min. R/W Width	Min. # Thru Lanes	CTL or Median	Curbs & Gutter or Shoulder	Parking Lane(s)	Sidewalks	
"	SA-U	550' west of 10th St. to Minglewood to Eastex Frwy.	80'	4	No	C&G			
"	MA-U	Eastex Frwy. west to Central Dr.	70'	4	No	C&G			
"	MA-S	Central Dr. west to W. Lucas.	80'	4	CTL	C&G			
"	MA-S	W. Lucas west to Dowlen Rd.	80'	4	M	C&G			
"	MA-S	Dowlen Rd. west to N. Major at Dishman.	100'	4	M	C&G			Sometimes referred to as Delaware / Dishman Connector.
For westward continuation of corridor see Dishman.									
Detroit Ave.	MC-U	Concord north to Filmore to E. Lucas	60'	2	No	C&G			
Detroit Rd. Ext. South	MC-U	From Concord Rd. south to connect with new alignment of Concord Road.	60'	2	No	C&G			
Dishman Rd.	MA-S	From N. Major west to Keith Road.	120'	4	M	C&G			
"	MA-S	From Keith Rd. to Gentry Rd. to west side of canal.	150'	4	M	SH			East-west portion of Gentry Road that connects to Reins Road would be re-named Dishman.
Dishman Rd. - Ext. West	MA-r	From west side of canal south to Old Sour Lake Rd. at Meeker Rd. Ext. North.	150'	2	No	SH			
For southward continuation of corridor see Meeker Rd. Ext. North.									
Dollinger Rd.	MC-U	7th St. west to N. 9th St. at Hoover.	70'	2	No	C&G			An abandoned RR right-of-way running northwesterly from Dollinger at 9th St. to Hoover St. near Eleventh St. might be used to connect Dollinger with Eleventh St.
See Hoover St. for westward continuation of corridor.									
Dowlen Rd.	MA-S	Eastex Frwy. south and west to Old Dowlen Rd.	100'	4	M	C&G			
"	MA-S	Old Dowlen Rd. south to Folsom Dr.	120'	4	M	C&G			
"	MA-S	Folsom Dr. south to Gladys Ave.	100'	4	M	C&G			
"	MA-S	Gladys south to Westgate to Lexington.	100'	4	CTL	C&G			
"	MA-S	Lexington south to Calder to College.	100'	4	M	C&G			Grade Separation at SPRR.
Dowlen Rd. - Ext. South	MA-S	College Dr. south to Washington Blvd. to Baker Rd. / UNR-2 intersection to Walden Rd.	100'	4	M	C&G			

Major Street and Highway Plan

Development Standards

Roadway Classifications & Planned Facilities Descriptions

Adopted: Nov. 25, 2008

Ord. / Res. No.: 08 - 316

ROAD CLASS		Classification		Sub-Script		Remarks:	
Roadway Name		Min. R/W Width	Min. # Thru Lanes	CTL or Median	Curbs & Gutter or Shoulder	Parking Lane(s)	Side-walks
ADD - Dowlen Rd. Ext. South.		100'	4	M	C&G	---	---
"		100'	4	M	C&G	---	---
Dowlen Rd., North		100'	4	M	C&G	---	---
Dowlen Rd., North - Ext. North		100'	4	M	C&G	---	---
See Comstock Rd. Ext. South for northward continuation of corridor.							
Eastex Frwy.		Varies	6	M	C&G		
Edson Drive.		60'	2	No	C&G	---	---
Eleventh St.		100'	4	CTL	C&G	---	---
"		100'	4	CTL	C&G	---	---
"		100'	4	CTL	C&G	---	---
Erie Street		90'	4	CTL	SH	---	---
Erie St. Ext. South		150'	4	M	SH	---	---

CTL = Center turn lane

C&G = Curb and gutter

SR = Service Road

2S = Sidewalks on 2 sides; 1S = 1 sidewalk only.

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M = 14' Median unless otherwise noted under remarks

SH = 8' shoulder on each side of the road

Remarks:

File Name + APPDA08A.WK4

Dowlen Rd. would end at intersection of S.H. 105 and Comstock Rd. Ext. South.

State & Federal Standards apply. (U.S. 69, 96, & 287)

Major Street and Highway Plan Development Standards

Roadway Classifications &
Planned Facilities Descriptions

Adopted: Nov. 25, 2008

Ord. / Res. No.: 08 - 316

ROAD CLASS		Classification		Sub-Script		Remarks:	
Roadway Name		Min. R/W	Min. Thru Lanes	CTL or Median	Curbs & Gutter or Shoulder	Parking Lane(s)	Side-walks
Folsom Dr. - Ext. West		60'	2	No	C&G	---	---
Folsom Dr. - Ext. West		60'	2	No	C&G	---	---
See Redwood for westward continuation of corridor.							
Florida Ave.		60'	4	No	C&G	---	---
"		90'	4	M	C&G	---	---
"		90'	4	No	C&G	---	---
"		90'	4	M	C&G	---	---
"		90'	4	No	C&G	---	---
Folsom Dr.		70'	4	No	C&G	---	---
"		80'	4	No	C&G	---	---
"		90'	4	No	C&G	---	---
Folsom Dr. - Ext. West		90'	4	M	C&G	---	---
"		100'	4	M	SH	---	---
See Gentry Rd. for westward continuation of corridor.							
Four Oaks Ranch Road (old Beaumont - Orange Rd.)		100'	2	No	Sh	---	---
Fourth St.		70'	4	No	C&G	---	---
Fourth St. - Ext. South		100'	4	CTL	SH	---	---
"		150'	4	M	SH	---	---
See Hillebrandt Rd. for southward continuation of corridor.							
Franklin St.		70'	2	CTL	C&G	---	---
"		60'	2	CTL	C&G	---	---

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O = Optional; Ext. = Road Extension.

M = 14' Median unless otherwise noted under remarks

SH = 8' shoulder on each side of the road

File Name = APPDA08A.WK4

Crosses SF RR R/W.

Callaghan re-named.

Alignment shown on map changed.

Changed southward to westward.

Roadway Classifications & Planned Facilities Descriptions
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Ord. / Res. No.: 08 - 316

Roadway Name	Roadway Class.	Limits From - To	Min. R/W Width	Min. # Thru Lanes	CTL or Median	Curbs & Gutter	Pa.-Ing Lane(s)	Sub-walks	File Name + APPDA08A.WK4
Frint Dr.	MC-s	Fannett Rd. to Approx. 2000' east of Labelle Rd.	70'	4	No	C&G			
Frint Dr. - Ext. South.	MC-s	From Approx. 2000' east of Labelle Rd. southeast to Tyrrell Park Rd. - Ext. South.	70'	4	No	C&G			
"	MC-s	From Tyrrell Park Rd. - Ext. South south to Mid-Co. Expwy. at Steinhagen Road.	70'	2	No	SH			
See Steinhagen for southward continuation of corridor.									Road extends to FM 365.
Gaulding Rd.	MC-r	Fannett Rd. (S.H.124) south to ETJ Line.	100'	2	No	SH			Downgraded from SA-s to MC-s because Hardin-Jefferson Pkwy. would provide the needed arterial road.
Gentry Rd.	MC-s	Dishman north to Folsom Ext. West.	150'	4	M	SH			
Gentry Road	MC-r	Folsom Rd. Ext. West westward to Reins Road.	150'	2	No	SH			
Gladys Ave.	SA-u	IH-10 west to Lucius.	80'	4	No	C&G			
"	SA-s	Lucius west to Thomas Road to Dowlen Road.	80'	4	No	C&G			
"	SA-s	Dowlen Road west to N. Major.	80'	4	No	C&G			
Griffing Rd.	MC-s	Old Voth Rd. west to Major Dr.	60'	2	No	C&G			
Griffing Rd. - Ext. West.	MC-s	Major Dr. west and north to Chinn Ln. Ext. West.	60'	2	No	C&G			
Gulf St.	MC-u	Delaware south to Live Oak to Concord Road.	60'	2	CTL	C&G			This is the south bound 1-way corridor to MLK Pkwy.
"	SA-u	Concord Road south to IH-10.	60'	2	No	C&G			
See MLK Pkwy. for southward continuation of corridor.									Alignment may follow Smith Rd. or parallel Smith Rd. some distance on the east or west.
Hardin-Jefferson Parkway.	MA-s	From IH-10 at Smith Road to Smith Rd. at Walden Road.	200'	4	M	SH			Grade separation interchange at College St. (U.S.90). Access to adjoining properties should not be permitted.
"	MA-s	From Walden Rd. at or near Smith Rd. northwesterly to connect with College St. (U.S.90).	200'	4	M	SH			
"	MA-s	From College St. (U.S.90) northward along or near the west side of Port Arthur Canal to Old Sour Lake Road.	200'	4	M	SH			Grade separation interchange at College St. (U.S.90). Grade separation at Old Sour Lake Road. Initial development could be as a 2-lane roadway. Access to adjoining properties should not be permitted.

Roadway Classifications & Planned Facilities Descriptions

Ord. / Res. No.: 08 - 316

Roadway Name	Roadway Class.	Limits From - To	Min. R/W Width	Min. # Thru Lanes	C/L or Median	Curbs & Gutter or Shoulder	Plan-Ing Lane(s)	Side walks	File Name + APPDA08A.WK4
"	MA-s	From Old Sour Lake Rd. north to LNVA Canal to Gentry Rd., and to State Hwy. 105 at Toliwar Canal Road.	200'	4	M	SH	---	---	Grade separation at Old Sour Lake Road. Grade separate interchange at State Hwy. 105. Initial development could be as a 2-lane roadway. Access to adjoining properties should not be permitted.
"	MA-s	From Toliwar Canal Rd. at State Hwy. 105 northward along or near Toliwar Canal Rd. to Tram Rd. to Pine Island Bayou.	200'	4	M	SH	---	---	Grade separation interchange at State Hwy. 105. Bridge at Pine Island Bayou. Initial development could be as a 2-lane roadway. Access to adjoining properties should not be permitted.
"	MA-s	From Pine Island Bayou northward to Keith Rd. then northeast to Callahan Rd. then east to connect with U.S. 69 and U.S. 96 south of Lumberton.	200'	4	M	SH	---	---	Bridge at Pine Island Bayou. Grade separation interchange at U.S. 69 & 96. Interchange should permit traffic to go north on U.S. 96 and northwest on U.S. 69. An alternative to going north through Lumberton on U.S. 96 would be using FM 3513. Access to adjoining properties should not be permitted.
Harriot St.	MC-u	Southerland / Harriot Connector at RR east to Ave. B.	60'	2	No	C&G	---	---	Suggest name as Southerland and align to enter Stadium Shopping Center north of current entrance.
See Southerland St. for westward continuation of corridor.									
Helbig Rd.	SA-u	From East Lucas north to S.H. 105 Ext. East to Comstock.	80'	4	No	C&G	---	---	
"	SA-s	From Comstock north to Piney Point Lane at LNVA canal.	80'	4	No	C&G	---	---	
See Piney Point Ln. (Tram Road Ext. East) for westward continuation of corridor.									
Highland Ave.	SA-u	Irving @ Chapin south to Alma.	90'	4	CTL	C&G	---	---	
"	SA-u	Alma south to Florida.	70'	4	No	C&G	---	---	
"	SA-u	Florida south to Cardinal.	80'	4	No	C&G	---	---	
"	SA-s	Cardinal south to Sulphur Dr. Ext. West.	80'	4	No	SH	---	---	
See Sulphur Dr. Ext. West for westward continuation of corridor.									
Hillebrandt Rd.	MC-s	W. Port Arthur Rd. west to Erie St. Ext. South to Fourth St. Ext. South at Hillebrandt Rd.	100'	2	No	SH	---	---	
"	MA-s	From Fourth St. Ext. S. south along Hillebrandt Rd. to FM 3514 to Mid-Co. Expwy.	150'	4	M	SH	---	---	

Major Street and Highway Plan

Development Standards

Roadway Classifications &

Planned Facilities Descriptions

Adopted: Nov. 25, 2008

Ord. / Res. No.: 08-316

Roadway Name	Roadway Class.	Limits From - To	ROAD CLASS				Classification		Remarks:
			Min. R/W Width	Min. Thru Lanes	CTL or Median	Curbs & Gutter or Shoulder	Parking Lane(s)	Side-walks	
"	MA-s	Mid-Co. Expwy. south to Humble Rd. to ETJ Line.	150'	4	M	SH	---	---	File Name = APPDA08A.WK4 Eventually goes to FM 365.
Hodge Rd.	MC-s	Broussard Rd. (N) at Loop Rd. south to present end.	60'	2	No	C&G	---	---	
Hodge Rd. - Ext. South	MC-s	Present end south across DD6 canal # 1002 to Tram Rd. at Major Drive.	60'	2	No	C&G	---	---	
Hollywood Ave.	MC-u	6th St. west to IH-10.	70'	2	CTL	C&G	---	---	
See Crockett St. for eastward continuation of corridor.									
Hoover	MC-u	6th St. at Dollinger west to 11th St.	70'	2	No	C&G	---	---	
Houston St.	MC-u	Southerland St. north to Washington Boulevard.	60'	2	No	C&G	---	---	
"	MC-u	Washington Blvd. north to Franklin St. to Milam St.	60'	2	No	C&G	---	---	
Houston St. - Ext. North	MC-u	Milam St. north to College St.	60'	2	M	C&G	---	---	
Humble Rd.	MA-r	Steinhagen Rd. east to Hillebrandt Rd.	150'	2	No	SH	---	---	
Humble Rd. - Ext. East	MA-r	Hillebrandt Rd. east to ETJ Line.	150'	2	No	SH	---	---	Road would ultimately extend to W. Pt. Arthur Road.
Humble Rd. - Ext. West.	MA-r	Steinhagen Rd. west to Labelle / Blewett Intersection.	150'	2	No	SH	---	---	
See Blewett Rd. for westward continuation of corridor.									
Imes Road	MA-r	College Street (U.S. 90) north to Old Sour Lake Road	150'	2	No	SH	---	---	
Imes Rd. Extension North.	MA-r	Old Sour Lake Rd. north to State Hwy. 105.	150'	2	No	SH	---	---	
"	MA-r	State Hwy. 105 north to Keith Rd. to F.M. 421 near Bonwell.	150'	2	No	SH	---	---	
Imes Rd. Extension South.	MA-r	College Street (U.S. 90) south to ETJ Line.	150'	2	No	SH	---	---	Would ultimately extend to IH-10 at F.M. 365.
Interstate Highway 10	---	---	---	---	---	---	---	---	
Inwood Street Extension	MC-s	See UNR-13.	60'	2	No	C&G	---	---	
Irving Ave.	MC-u	Buford south to Doucette to Madison.	60'	2	No	C&G	---	---	
"	MC-u	Madison south to Washington Blvd.	60'	4	No	C&G	---	---	Underpass at Spur 380 (MLK Pkwy.).
"	SA-u	Washington Blvd. south to Highland Avenue.	60'	4	No	C&G	---	---	Underpass at Spur 380 (MLK Pkwy.).

CTL = Center turn lane
C&G = Curb and gutter
SR = Service Road
2S = Sidewalks on 2 sides; 1S = 1 sidewalk only.
O = Optional; Ext. = Road Extension.
M = 14' Median unless otherwise noted under remarks
SH = 8' shoulder on each side of the road

Major Street and Highway Plan Development Standards

Roadway Classifications & Planned Facilities Descriptions

Adopted: Nov. 25, 2008

Ord. / Res. No.: 08 - 316

Roadway Name	Roadway Class	Limits From - To	ROAD CLASS					Classification			Remarks:
			Min. R/W Width	Min. # Lanes	CTL or Median	Curbs & Gutter or Shoulder	Parking Lane(s)	Side-walks	Sub-Script	File Name + APPDA08A.WK4	
Jacquise Rd.	MC-s	Spurlock east to N. Major Dr.	60'	2	No	C&G	---	---	u = Urban s = Suburban r = Rural	CTL = Center turn lane C&G = Curb and gutter SR = Service Road 2S = Sidewalks on 2 sides; 1S = 1 sidewalk only. O = Optional; Ext. = Road Extension. M = 14' Median unless otherwise noted under remarks SH = 8' shoulder on each side of the road	
Keith Rd.	SA-s	Peri Rd. south to S.H. 105 to Dishman to College (U.S.90).	90'	4	M	C&G	---	---			
Keith Rd. - Ext. South	SA-s	College southwest to Shady Ln. (Washington Blvd.)	90'	4	M	C&G	---	---			
"	SA-s	Shady Ln. (Washington Blvd.) south to Baker Rd. Ext. West to Walden Rd. to Brooks Rd. to Un-Named Rd. 15 then southward and southeasterly to the intersection of Dowlen Rd. Ext. South and Kidd Rd. Ext. East.	90'	4	M	C&G	---	---			
Keith Rd. (Hardin Co.)	SA-s	U.S. 69 west to Callahan Road.	90'	2	No	C&G	---	---			
"	SA-s	Callahan Rd. west to proposed Hardin-Jefferson Parkway.	90'	2	No	C&G	---	---			
"	SA-s	From proposed Hardin-Jefferson Pkwy. west to proposed Imes Rd. Extension North.	100'	2	No	SH	---	---			
Kidd Rd.	MC-r	Smith Rd. west to S. Boyd Road.	100'	2	No	SH	---	---			
Kidd Rd. Ext. East		From Smith Rd. (Future Hardin-Jefferson Parkway) eastward and then northeasterly to connect with Un-Named Rd. 1A and then north and northwestward to connect with Keith Rd. Ext. South at Dowlen Rd. Ext. South.	100'	2	No	SH	---	---			
Labelle Rd.	MC-s	Farnett Rd. south to Frint Rd. to S. Major Dr. Ext. South.	60'	2	No	C&G	---	---			
"	MA-s	S. Major Dr. Ext. South at Mid-Co. Expwy. south to Blewett Rd. at future Humble Rd. Ext. West.	150'	4	M	SH	---	---			
"	MA-r	Blewett Rd. south to FM 365 to ETJ Line.	150'	4	M	SH	---	---			
Langham Rd.	MC-s	Calder south to Westwood.	60'	2	No	C&G	---	---			
"	MC-s	Westwood south to College.	70'	2	CTL	C&G	---	---			
"	MC-s	College south to Washington.	70'	2	CTL	C&G	---	---			
Langham Rd. - Ext. South	MC-s	Southward from Washington Blvd. to Un-Named Rd. 2.	70'	2	CTL	C&G	---	---			

Major Street and Highway Plan Development Standards

Roadway Classifications & Planned Facilities Descriptions

Adopted: Nov. 25, 2008

Ord. / Res. No.: 08 - 316

ROAD CLASS		Classification		Sub-Script		Remarks:	
Roadway Name		Min. R/W Width	Min. Thru Lanes	CTL or Median	Curbs & Gutter of Shoulder	Parking Lane(s)	Side-walks
Latta Rd.		100'	2	No	SH	---	---
Laurel Ave. (2-way).		60'	2	No	C&G	---	---
"		60'	2	No	C&G	---	---
Laurel Ave. (one-way east bound).		60'	3 to 2	No	C&G	---	---
"		60'	2	No	C&G	---	---
"		60'	2	No	C&G	---	---
"		60'	3	No	C&G	---	---
"		60'	4	M	C&G	---	---
"		100'	4	CTL	C&G	---	---
Lavaca St.		70'	4	No	C&G	---	---
Lavaca St., East		70'	4	No	C&G	---	---
"		70'	4	M	C&G	---	---
Lawhon Rd.		150'	2	No	SH	---	---
See Keith Rd. for northward continuation of corridor.							
Liberty Ave. (1-way west bound).		70'	3	No	C&G	---	---
"		60'	2	No	C&G	---	---
"		70'	3	No	C&G	---	---
"		70'	3 to 2	No	C&G	---	---
Maury Meyers Overpass carries traffic over IH-10.							
Liberty Ave. (2-way)		60'	2	No	C&G	---	---
Liberty Ave. - Laurel St. Bridge		120'	4	No	C&G	---	---
"		100'	4	No	C&G	---	---
Lindbergh Dr.		70'	2	CTL	C&G	---	---

CTL = Center turn lane

C&G = Curb and gutter

SR = Service Road

2S = Sidewalks on 2 sides; 1S = 1 sidewalk only.

O = Optional; Ext. = Road Extension.

M = 14' Median unless otherwise noted under remarks

SH = 8' shoulder on each side of the road

Remarks:

File Name + APPDA08A.WK4

Grade Separation at IH-10 (Maury Meyers Overpass).

Grade Separation at SP RR.

Grade Separation at SP RR.

Shares R/W with Liberty-Laurel Bridge R/W.

Shares R/W with existing Liberty Street. Crosses IH-10 via

Maury Meyers Bridge.

Shares R/W with existing Liberty Street.

Grade separation at SP RR. An industrial street.

Major Street and Highway Plan Development Standards

Roadway Classifications &
Planned Facilities Descriptions

Adopted: Nov. 25, 2008

Ord. / Res. No.: 08 - 316

Roadway Name	Roadway Class.	Limits From - To	ROAD CLASS					Classification			Remarks:
			Min. R/W Width	Min. # Thru Lanes	CTL or Median	Curbs & Gutter or Shoulder	Parking Lane(s)	Side-walks	Sub-Script	CTL = Center turn lane C&G = Curb and gutter SR = Service Road 2S = Sidewalks on 2 sides; 1S = 1 sidewalk only. O = Optional; Ext. = Road Extension. M = 14' Median unless otherwise noted under remarks SH = 8' shoulder on each side of the road	
"	MC-s	Jenny Ln. south to College to Washington.	80'	4	CTL	C&G			u = Urban s = Suburban r = Rural		File Name + APPDA08A.WK4
Lindbergh Dr. - Ext. South	MC-s	From Washington Blvd. south and then southwesterly crossing Un-Named Rd. 2 then Walden Rd. to connect with BISD Athletic Complex Blvd.	80'	4	CTL	O&G					
Live Oak Ave.	MC-u	Pine St. west to Magnolia to Gulf Street.	80'	2	No	C&G					
"	MC-u	From Gulf west to Jirou Street.	80'	2	No	C&G					
" (1-Way west bound)	MC-u	From Jirou Street west to Concord	80'	2	No	C&G					
" (1-Way east bound)	MC-u	Concord east to Jirou Street.	80'	2	No	C&G					
Loop Rd.	MC-s	Stonetown Rd. south to Hodge Rd. at Broussard Rd.	80'	2	No	C&G					
See Hodge Rd. for southward continuation of corridor.											
Lucas, East	MC-u	Pine west to Magnolia.	60'	2	CTL	O&G					Grade Separation at SF RR.
"	SA-u	Magnolia west to Cleveland to Detroit to Bigner.	80'	4	No	O&G					Grade Separation at SF RR.
"	SA-u	Bigner west to Helbig to Concord.	80'	4	No	C&G					
"	SA-u	Concord Rd. to Eastex Frwy.	80'	4	CTL	C&G					
Lucas, West	SA-u	Eastex Frwy. to Folsom.	70'	4	CTL	C&G					
"	SA-u	Folsom south to East Dr. to Calder.	70'	4	No	C&G					
"	SA-u	Calder south to Phelan at Office Park Dr.	70'	4	CTL	C&G					
See Office Park Dr. for corridor continuation.											
Madison Ave.	MC-u	Grove west to Irving.	60'	4	No	C&G					No north bound access to Madison; north bound access to MLK
"	MC-u	Irving west to MLK Parkway east service road.	60'	2	No	C&G					
Magnolia Avenue.	SA-u	Laurel St. north to McFaddin.	65'	2	CTL	C&G					
"	SA-u	McFaddin north to IH-10.	65'	4	No	C&G					
"	SA-u	IH-10 north to Weiss to Delaware.	60'	4	No	C&G					
"	SA-u	Delaware to Filmore to East Lucas.	65'	4	No	C&G					
Malda Rd.	MC-u	Helbig east to Bigner Rd.	60'	2	No	C&G					
Main Ln.	MC-s	College south to present end.	60'	2	No	C&G					

Major Street and Highway Plan Development Standards

Roadway Classifications &
Planned Facilities Descriptions

Adopted: Nov. 25, 2008

Ord. / Res. No.: 08 - 316

ROAD CLASS		Classification		ROAD CLASS		Classification		ROAD CLASS		Classification		ROAD CLASS		Classification		ROAD CLASS		Classification		ROAD CLASS		Classification	
		Freeway		Expressway		Major Arterial		Secondary Arterial		Major Collector		Pathway		Freeway		Expressway		Major Arterial		Secondary Arterial		Major Collector	
Roadway Name		Roadway Class		Limits From - To		Min. R/W Width		Min. Lanes		Min. Thru Lanes		Min. Lanes		Min. Thru Lanes		Min. Lanes		Min. Thru Lanes		Min. Lanes		Min. Thru Lanes	
Main Ln. - Ext. South		MC-s		Present end south to Baker Rd. Ext. West.		60'		2		No		No		No		No		No		No		No	
Main St.		SA-u		Calder south to 120' north of Fannin.		60'		4		No		No		No		No		No		No		No	
"		SA-u		120' north of Fannin south to Gilbert		80'		4		M		M		M		M		M		M		M	
"		SA-u		Gilbert south to Blanchette.		80'		4		No		No		No		No		No		No		No	
Main St., North		MC-u		Calder north to Pine St.		60'		2		No		No		No		No		No		No		No	
Major Dr., North (FM 364)		MA-s		Tram Rd. south to LNVA Canal to S.H. 105.		120'		4		CTL		CTL		CTL		CTL		CTL		CTL		CTL	
"		MA-s		S.H. 105 south to Gladys to Dishman to Phelan.		120'		4		CTL		CTL		CTL		CTL		CTL		CTL		CTL	
"		MA-s		Phelan south to SP RR north of College (U.S. 90).		120'		4		CTL		CTL		CTL		CTL		CTL		CTL		CTL	
Major Dr., South (FM 364)		MA-s		From SP RR south to College to Washington.		120'		6		CTL		CTL		CTL		CTL		CTL		CTL		CTL	
"		MA-s		Washington south to Walden Rd.		120'		6		CTL		CTL		CTL		CTL		CTL		CTL		CTL	
"		MA-s		Walden Rd. south to Brooks to IH-10 to Fannett Rd.		120'		6		CTL		CTL		CTL		CTL		CTL		CTL		CTL	
Major Dr., South - Ext. South		MA-s		Fannett Rd. East & South to Labelle		120'		4		M		M		M		M		M		M		M	
"		MA-s		Labelle Rd. South to Mid - Co.		120'		4		M		M		M		M		M		M		M	
Manion Dr.		MC-s		N. Major west to Greenmeadow to Meadowridge.		60'		2		No		No		No		No		No		No		No	
Mariposa St.		SA-u		IH-10 north to Cadwell to Concord at Gulf.		60'		3		No		No		No		No		No		No		No	
Mariposa St. South of IH-10 listed as MLK Pkwy.		MC-s		Chinn Ln. east to Homer to Park North.		60'		2		No		No		No		No		No		No		No	
Meadowview Rd.		MA-r		U.S. 90 (College) north to a point south of DD6 Ditch 807.		150'		2		No		No		No		No		No		No		No	
Meeker Rd.		MA-r		From DD6 Ditch 807 north to Old Sour Lake Rd. at Dishman Rd. Ext. West.		150'		2		No		No		No		No		No		No		No	
Meeker Rd. - Ext. North		MA-r		U.S. 90 (College) south to present end.		150'		2		No		No		No		No		No		No		No	
Meeker Rd.		MA-r		From present end south to Walden Rd. Ext. West to Brooks Rd. Ext. West.		150'		2		No		No		No		No		No		No		No	
"		MA-r		Brooks Rd. Ext. West south to Lawhon Rd. to Trahan Rd. Ext. South.		150'		2		No		No		No		No		No		No		No	

Remarks:

File Name + APPDA08A.WK4

A 1-way north bound roadway that is the continuation of the MLK pkwy. corridor.

Major Street and Highway Plan Development Standards

Roadway Classifications & Planned Facilities Descriptions

Adopted: Nov. 25, 2008

Ord. / Res. No.: 08 - 316

Roadway Name	Roadway Class.	Limits From - To	ROAD CLASS					Classification			Remarks:
			Min. RW Width	Min. # Lanes	CTL or Median	Curbs & Gutters or Shoulder	Parking Lane(s)	Side-walks	Sub-Script		
	MA-r	Trahan Rd. Ext. South southward to UNR-9B then south and east to Boyt Rd. at IH-10 (Future Blewett Rd. Ext. West intersection)	150'	2	No	SH	---	---	u = Urban s = Suburban r = Rural	CTL = Center turn lane C&G = Curb and gutter SR = Service Road 2S = Sidewalks on 2 sides; 1S = 1 sidewalk only. O = Optional; Ext. = Road Extension. M = 14' Median unless otherwise noted under remarks SH = 8' shoulder on each side of the road	
See Blewett Rd. Ext. West for eastward continuation of corridor.											
Mid-County Expwy. (FM 3514).	Expwy / Frwy	IH-10 east to Fannett Rd. via Smith Rd.	200'	4	M	SH	---	---		File Name + APPD08A.WK4 Re-name portion of Boyt Rd. west of IH-10 as S. Meeker Road.	
"	Expwy / Frwy	Fannett Rd. at Smith Rd. eastward along or parallel to and across Blewett Rd. to connect with Stainhagen Rd. at Labelle Road.	200'	4	M	SH	---	---		Renamed Smith Rd. segment from IH-10 to Fannett Road as Mid-County Expressway. Also identified as FM 3514 which originally would be built as a 2 lane road. Uses a part of existing Blewett Road. No access between Labelle and Blewett. Grade separation interchange at Labelle.	
"	Expwy / Frwy	Labelle east along or parallel with Stainhagen to Frint Dr. Ext. South.	200'	4	M	SH	---	---		Grade separation interchange at Labelle. Service roads on both sides. Stainhagen segment will become FM 3514 then Mid-County Expressway.	
"	Expwy / Frwy	From Frint Dr. Ext. South east to Latta Rd.	200'	4	M	SH	---	---		Service roads on both sides. Bridge at Hillebrandt Bayou.	
"	Expwy / Frwy	Latta Rd. east to FM 3514 Ext. West to Hillebrandt Road.	200'	4	M	SH	---	---		Grade separation interchange at Hillebrandt Road. Service road on both sides.	
"	Expwy / Frwy	Hillebrandt Rd. east to Erie St. Ext. South to ETJ Line at John's Gully.	200'	4	M	SH	---	---		No service roads or access between these points.	
NOTE: Mid-County Expwy. would extend beyond ETJ line to Spurlock Rd.										County & adjacent communities have adopted routing of the Mid-County Expressway.	
MLK Pkwy. (Spur 380) Gulf St. portion. (1-way south)	MA-u	IH-10 south to Gladys to 150' north of Ashley.	60'	3	No	C&G	---	---		Uses and re-names a portion of Gulf Street to MLK, Jr. Parkway.	
MLK Pkwy. (Spur 380) Mariposa portion. (1-way north bound)	MA-u	From 150' north of Ashley north to IH-10.	70'	3	No	C&G	---	---		Re-names this portion of Mariposa to MLK, Jr. Parkway.	
MLK Pkwy. (two-way)	MA-u	150' north of Ashley south to Calder to Fannin to Forsythe Street.	100'	6	CTL	C&G	---	---		Interchange	
"	MA-u	Forsythe south to Wall to College to Gilbert to Milam to Franklin.	100'	6	M	C&G	---	---		Changes to expressway access control and design standards	
"	MA-u	Franklin south to Royal to Lee to Washington.	100'	6	M	C&G	---	---		Changes to expressway access control and design standards.	
"	MA-u	Washington south to Elgie to Adams.	100'	6	CTL	C&G	---	---		Changes to expressway access control and design standards.	

Major Street and Highway Plan

Development Standards

Roadway Classifications & Planned Facilities Descriptions

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Roadway Name	Roadway Class.	Limits From - To	ROAD CLASS					Classification			Remarks:
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MLK Pkwy. (Spur 380) Old Pt. Arthur Rd. part.	MA-u	Adams to E. Lavaca to Florida to Georgia.	100'	6	M	C&G			u = Urban s = Suburban r = Rural		
"	MA-u	Georgia to Cardinal (U.S. 68, 96, & 287).	100'	6	M	C&G					
"	MA-s	Cardinal south to Spindletop to Twin City Hwy.	120'	6	CTL	C&G					
Montrose Street	MC-s	College Street (U.S. 90) south to Washington Boulevard.	60'	2	No	C&G					
Moore Rd.	MG-r	Reins Rd. west, then south to Old Sour Lake Rd.	100'	2	No	SH					Provides connection to Liberty / Laurel corridor.
Neches Street	MA-u	Liberty south to Laurel.	70'	3	No	C&G					
"	MC-u	Laurel south to 140' north of Crockett.	65'	2	No	C&G					
"	MC-u	140' north of Crockett south to	60'	2	No	C&G					
"	MC-u	Blanchette south to Royal.	65'	2	No	C&G					
North Street.	MC-u	North Main St. west to Magnolia.	60'	2	No	C&G					
"	MC-u	Magnolia west to MLK Pkwy.	60'	2	No	C&G					
"	MC-u	MLK Pkwy. west to 7th St. to 11th St.	60'	2	No	C&G					
"	MC-u	From 11th St. west to IH-10.	60'	2	No	C&G					
"	MC-u	IH-10 west to 23rd. St.	60'	2	No	C&G					
Office Park Dr.	MC-u	Phelan at W. Lucas south to Laurel Ave.	65'	2	CTL	C&G					Part of W. Lucas corridor.
Old Dowlen Rd. / Old Dowlen Rd. - Ext. North.	SA-s	Dowlen Rd. north to UNR-5B to S. H. 105 at Caswell.	90'	4	M	C&G					Provide min. 14' median & turning lanes as needed.
Old Hwy. 90	MC-s	IH-10 to Rose City city limits.	100'	2	No	SH					
Old Sour Lake Rd.	MA-r	From Gentry Rd. Ext. S. go west to Dishman Rd. Ext. West at Meeker Rd. Ext. North to Moore Road.	150'	2	No	SH					
For eastward continuation of corridor see Phelan.											
Old Voth Rd.	MC-s	Best Rd. east to Broad Oak and then south to Tram Rd.	60'	2	No	C&G					
"	MC-s	Tram Rd. south to Chinn Lane to Griffing Road.	60'	2	CTL	C&G					
"	MC-s	Griffing Rd. south to RFD Road.	60'	2	No	C&G					
For southward continuation of corridor see RFD Road.											

File Name + APPDA08A.WK4

Major Street and Highway Plan Development Standards

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			Min. R/W Width	Min. # Thru Lanes	CTL or Median	Curbs & Gutter or Shoulder	Parking Lane(s)	Side-walks	Sub-Script	CTL = Center turn lane C&G = Curb and gutter SR = Service Road 2S = Sidewalks on 2 sides; 1S = 1 sidewalk only. O = Optional; Ext. = Road Extension. M = 14' Median unless otherwise noted under remarks SH = 8' shoulder on each side of the road	
Orleans St. (1-Way north bound).	SA-u	Penn. Ave. at Blanchette north to Wall.	60'	3	No	C&G	---	---	u = Urban s = Suburban r = Rural		
Orleans / Pearl Connector	SA-u	Wall north to Orleans south of Forsythe.	60'	3	No	C&G	---	---			
See Pearl St. for continuation of Orleans - Pearl Corridor.											
Park St. (1-Way South Bound) (See Willow St. for northward continuation of Park-Willow Corridor.)	MA-u	Laurel south to Blanchette.	60'	3	No	C&G	---	---			
Park St. (1-way south bound)	MA-u	Blanchette south Royal.	60'	3	No	C&G	---	---			
"	MA-u	Royal south to Craig	60'	3	No	C&G	---	---			
"	MA-u	Craig south to MLK Pkwy.	60'	3	No	C&G	---	---			
"	MA-u	MLK Pkwy. south to Washington.	60'	2	No	C&G	---	---			
Add Park Street (as 1-way south bound).	MA-u	From Washington Blvd. south to Harriot Street.	60'	2	No	C&G	---	2S			
" Extension of	MA-u	From Harriot Street south and then east to connect to existing Park St. near Alma Street.	60'	2	No	C&G	---	2S			
Park St. (2-way)	MA-u	From near Alma Street south to Lavaca Street.	60'	2	No	C&G	---	2S			
"	MA-u	From Lavaca south to Florida Street.	60'	2	No	C&G	---	2S			
"	MA-u	From Florida Street south and across the S.P. RR tracks to connect with Eastex Freeway north to Meadowview.	60'	2	No	C&G	---	---			
Park North Dr.	MC-u	Eastex Freeway north to Meadowview.	60'	3	No	C&G	---	---			
Pearl St. (1-Way North Bound)	SA-u	North from the Orleans / Pearl Connector to Broadway.	60'	3	No	C&G	---	---			
"	SA-u	Broadway north to Calder.	60'	3	No	C&G	---	---			
Pearl St., North (1-Way North Bound)	SA-u	Calder north to North Street and IH-10 ramp.	60'	2	No	C&G	---	---			
Penn. Ave. (1-way north bound)	MA-u	Washington Blvd. north to MLK Pkwy. (Spur 380).	70'	2	No	C&G	---	---			
Penn. Ave. (1-way north bound)	MA-u	MLK Pkwy. (Spur 380) north to Royal.	70'	3	No	C&G	---	---			
"	MA-u	Royal north to Blanchette.									
Continues north as Orleans Street.											

File Name = APPDA08A.WK4

Major Street and Highway Plan Development Standards

Roadway Classifications & Planned Facilities Descriptions

Adopted: Nov. 25, 2008

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Roadway Name	Roadway Class.	Limits From - To	Min. R/W Width	Min. # Thru Lanes	CTL or Median	Curbs & Gutter or Shoulder	Parking Lane(s)	Side-walks	File Name + APPDA08A.WK4
Penn. Ave. Extension south of Washington.	MA-u	Connect Penn. Ave. at Washington Blvd. to Park St. at or near Harriot Street.	70'	3	No	C&G			Would be 1-way north bound.
Perl Rd.	SA-s	Keith Rd. east to Chinn Ln. Ext. West	90'	4	No	C&G			Suggest re-naming as Chinn.
Perl Rd. - Ext. South	MC-s	Keith Rd. west, then south to S.H. 105.	60'	2	No	C&G			Suggest re-naming as Chinn.
Peyton St.	MC-s	Westgate east to N. Circuit.	60'	2	No	C&G			
Phelan Blvd.	MA-u	Calder at 18th St. west to 23rd St. to Lucas to Calder to Dowlen Road.	100'	4	M	C&G			
"	MA-s	Dowlen Rd. west to N. Major Drive.	100'	4	M	C&G			
"	MA-s	N. Major Dr. west to Keith Road.	100'	4	M	C&G			
"	MA-s	Keith Rd. west to Gentry Rd. Ext.	150'	4	M	SH			
See Old Sour Lake Rd. for westward continuation of corridor.									
Pine St.	MC-u	East Lucas south to Delaware to Live Oak to IH-10.	60'	2	No	C&G			
"	MC-u	IH-10 south to Magazine Street to	60'	3	No	C&G			
"	MC-u	Crockett south to Main (1-way north).	60'	2	No	C&G			
Piney Point Ln.	SA-u	Sherwood east to Helbig.	90'	4	No	C&G			Suggest re-naming of Piney point Lane between Sherwood and Helbig as Tram Road.
Piney Point Ln. Ext. East.	SA-u	Helbig east and southeast to connect with eastward Ext. of S.H. 105.	90'	4	No	C&G			
See Tram Road Ext. East for westward continuation of corridor.									
Plant Rd.	MC-s	Eastex Frwy. (NSR) northeast to Helbig Rd.	60'	2	No	C&G			
Redwood Dr.	MC-u	Concord Rd. east to Woodlawn.	60'	2	No	C&G			
"	MC-u	Woodlawn east to SF RR R/W at Fillmore.	60'	2	No	C&G			Also see Fillmore- Ext. West. (Possibly to be re-named as Fillmore).
See Fillmore for eastward continuation of corridor.									
Regina Ln.	MC-s	Edson west to Belvedere.	60'	2	No	C&G			
Reins Rd.	MC-r	S.H. 105 south to Moore Rd.	100'	2	No	SH			
RFD Rd.	MC-s	S.H. 105 northeast to Old Voth Rd.	60'	2	No	C&G			
River Oaks Blvd. Extension	MC-s	See UNR-14.							

CTL = Center turn lane

C&G = Curb and gutter

SR = Service Road

2S = Sidewalks on 2 sides; 1S = 1 sidewalk only.

O = Optional; Ext. = Road Extension.

M = 14' Median unless otherwise noted under remarks

SH = 8' shoulder on each side of the road

Roadway Classifications & Planned Facilities Descriptions

Ord. / Res. No.: 08 - 316

Roadway Name	Roadway Class.	Limits From - To	Min. R/W Width	Min. # Thru Lanes	CTL or Median	Curbs & Gutter or Shoulder	Parking Lane(s)	Side-walks	File Name + APPDA08A, WK4
Rolfe Christopher Dr.	MC-U	East Virginia south to Florida.	100'	4	M	C&G			Ord. # 88-40 changed name Callaghan to Rolfe Christopher Drive.
"	MC-U	Florida at Callaghan south to Cardinal.	100'	4D	M	C&G			Ord. # 88-40 changed name Callaghan to Rolfe Christopher Drive.
See Callaghan for northward continuation of corridor.									
Royal St.	MC-U	Neches east to Park St.	60'	2	No	C&G			
"	MC-U	Park St. east to Penn. Ave. to Buford at Sabine Pass via Royal / Buford Connector.	60'	4	No	C&G			
Sarah St.	SA-U	S.P.R.R tracks west to Bob to Usan.	80'	4	No	C&G			
"	SA-U	Usan west to 4th St.	80'	4	No	C&G			
"	SA-U	4th St. west to Fannett.	80'	4	No	C&G			
See Lavaca and Lavaca East for eastward continuation of corridor.									
Seventh St.	MC-U	Dollinger south to IH-10.	70'	2	CTL	C&G			
"	MC-U	IH-10 south to Calder to Laurel.	60'	2	CTL	C&G			
Shakespeare Dr.	MC-s	Glady's south to Collier Rd.	60'	2	No	C&G			
Shakespeare Dr. - Ext. North	MC-s	Glady's north to Delaware (Delaware / Dishman Connector).	60'	2	No	C&G			
Sherwood Dr.	MC-s	Broad Oak south to Pihay Point Lane.	70'	2	No	C&G			
S. Pine Island Rd.	MC-s	From a point south of College (U.S. 90) south to Walden Rd. to Brooks Rd.	100'	2	No	SH			
S. Pine Island Rd. - Ext. North.	MC-s	From a point south of College north to College at Yorkshire.	100'	2	No	SH			
For southward continuation of corridor, see Trahan Rd. Ext. North.									
Southerland St.	MC-U	Fannett Rd. east to Fourth Street.	60'	2	No	C&G			
"	MC-U	Fourth St. east to Usan St. to undeveloped St. R/W west of Elern. School.	60'	2	No	C&G			
Southerland - Harriot St. Connector.	MC-U	From undeveloped st. R/W west of elern. school east to Harriot St. at RR.	60'	2	No	C&G			Suggest naming new section as Southerland and add "old" to remaining portion near school. New Addition to Plan.
See Harriot St. for eastward continuation of corridor.									
Spindletop Ave.	MA-s	U.S. 69/96/287 west to Sulphur Dr.	80'	4	No	SH			

Roadway Classifications & Planned Facilities Descriptions

Ord. / Res. No.: 08 - 316

Roadway Name	Roadway Class	Limits From - To	Min. R/W	Min. # Thru Lanes	CTL or Median	Curbs & Gutter or Shoulder	Finishing Lane(s)	Other	File Name + APPDA08A.WK4
Spur 380 (See MLK Pkwy; Gulf. & Mariposa.)	MC-s	Kelth Rd. east to Jacquise Road.	60'	2	No	C&G			Corridor continues east to N. Major Drive via Jacquise.
Spurlock Rd.	MA-r	ETJ Line in Hardin Co. east to Tram Road.	150'	4	CTL	SH			
State Hwy. 105	MA-s	Tram Rd. east to Kelth Rd. (City Limits).	150'	4	M	SH			
"	MA-s	Kelth Rd. east to Eastex Frwy.	120'	4	CTL	C&G			
"	MA-s	Eastex Frwy. east to Concord Rd.	120'	4	CTL	C&G			
State Hwy. 105 - Ext. East.	MA-s	Concord Rd. east to Dowlen Rd. Ext. North at Cornstock Rd. Ext. South then east to Helbig Road.	120'	4	M	C&G			
State Hwy. 105 - Ext. East.	MA-s	From Helbig Rd. east and then north to connect with or run parallel but east of Barrett Road to Bigner Road Extension West.	120'	4	M	C&G			
"	MA-s	From Bigner Rd. Extension West north and northeast to Piney Point Lane Extension East.	150'	4	M	SH			
"	MA-s	From Piney Point Lane Exten. East extend eastward to follow or parallel pipe / power line R/W to cross Neches River to connect with F.M. 105 at or near F.M.	150'	4	M	SH			F.M. 1132 would provide access to IH-10 at an existing interchange.
State Hwy. 124 (See Fannett Rd.)									
State Hwy. 347 (See Twin City Hwy.)									
Steinhagen Rd.	MC-s	Labelle Rd. east to Frint Rd. Ext. South then south to Humble Road.	100'	2	No	SH			Will be FM 3514 then become a portion of Mid-County Expressway when built.
See UNR-10 for southward continuation of corridor.									
Stonetown Rd.	MC-s	Best Rd. west to Loop Rd.	60'	2	No	C&G			
Sulphur Dr.	MA-s	Spindletop Ave. west to T. & N.O. RR at LNVA Canal.	80'	4	No	SH			
Sulphur Dr. Ext. west	MA-s	T. & N.O. RR at LNVA Canal west to Highland Ave. on south side of RR.	80'	4	No	SH			
"	MA-s	West along south side of T. & N.O. RR, along Highland to W. Pt. Arthur Rd. at Walden Ext. East.	80'	4	No	SH			Use un-named existing street R/W.

Major Street and Highway Plan Development Standards

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Adopted: Nov. 25, 2008

Ord. / Res. No.: 08 - 316

Roadway Name	Roadway Class.	Limits From - To	ROAD CLASS					Classification			Remarks:
			Min. R/W Width	Min. # Thru Lanes	CTL or Median	Curbs & Gutter or Shoulder	Parking Lane(s)	Side-walks	Sub-Script	CTL = Center turn lane C&G = Curb and gutter SR = Service Road 2S = Sidewalks on 2 sides; 1S = 1 sidewalk only. O = Optional; Ext. = Road Extension. M = 14' Median unless otherwise noted under remarks SH = 8' shoulder on each side of the road	
See Walden Rd. Ext. East for westward continuation of corridor.											
Sycamore St.	MC-u	150' north of Doucette south to Madison to the City Limits and the eastern extension of Washington Boulevard.	70'	4	No	C&G					
Tolliver Rd.	MC-s	Major Dr. west to Keith Rd.	60'	2	No	C&G					
Trahan Rd. Ext. North.	MC-r	Lawhon Rd. north to Brooks Rd. at S. Pine Island Road.	100'	2	No	SH					
Trahan Road.	MC-r	Lawhon Road south to present end.	100'	2	No	SH					
Trahan Rd. - Ext. South.	MC-r	Present end south to Meeker Rd. Ext. South.	100'	2	No	SH					
Trahan Road.	MC-r	From Meeker Rd. Ext. South extend southwesterly and then south to connect with westward extension of UNR-9b.	100'	2	No	SH					
Tram Rd.	SA-s	S. H. 105 north and east to Tolliver Canal Rd. to N. Major Drive.	100'	4	M	SH					
"	SA-s	From N. Major Dr. east to Old Voth Road.	90'	4	M	C&G					
"	SA-s	Old Voth Rd. east to Eastex Frwy. North Bound Service Road.	90'	4	CTL	C&G					
"	SA-s	Eastex Frwy. east approximately 1200 feet to turn southeasterly.	90'	4	CTL	C&G					
Tram Rd. - Ext. East.	SA-s	From approx. 1200' east of Eastex Frwy. and on Tram Rd. turn southeast along west side of SF RR and go to Piney Point Ln.	90'	4	No	C&G					
See Piney Point Lane for eastward continuation of corridor.											
Twenty-third St.	MC-u	Gladys south to Calder.	60'	2	No	C&G					
"	MC-u	Calder south to Phelan to Laurel.	70'	2	CTL	C&G					
"	MC-s	Laurel south to Bristol to SP RR.	60'	2	No	C&G					Grade Separation at SP RR.
"	MC-s	SP RR south to College.	70'	4	No	C&G					Grade separation at RR.
"	MC-s	College south to Washington Blvd.	70'	4	M	C&G					

File Name + APPDA08A.WK4

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ROAD CLASS		Classification	
Freeway	Sub-Script	CTL = Center turn lane	
Expy = Expressway	u = Urban	C&G = Curb and gutter	
MA = Major Arterial	s = Suburban	SR = Service Road	
SA = Secondary Arterial	r = Rural	2S = Sidewalks on 2 sides; 1S = 1 sidewalk only.	
MC = Major Collector		O = Optional; Ext. = Road Extension.	
Pkwy = Parkway		M = 14' Median unless otherwise noted under remarks	
		SH = 8' shoulder on each side of the road	

Roadway Name	Roadway Class.	Limits From - To	Min. R/W Width	Min. # Thru Lanes	CTL or Median	Curbs & Gutter or Shoulder	Parking Lane(s)	Sidewalks	Remarks:
Twin City Hwy. (State Hwy. 347)	MA-s	MLK Pkwy. (Spur 380) South to ETJ Line.	150'	4	M	SH	---	---	File Name + APPDA08A.WK4
Tyrrell Park Rd.	MC-s	Fannett Rd. south to Walden Rd. Ext.	60'	2	No	C&G	---	---	
Tyrrell Park Rd. - Ext. South	MC-s	Frnt Rd. (old) south to Willow Marsh Bayou to Frnt Rd. Ext. South.	60'	2	No	C&G	---	---	Bridge at bayou.
University Dr.	MC-u	North from E. Lavaca to near Pipkin then east to connect with MLK Parkway.	80'	4	M	C&G	---	2S	Special R/W case. R/W set to match existing R/W to south.
"	MC-u	E. Lavaca south to Alabama to Florida to Cardinal.	80'	4	M	C&G	---	---	
Un-Named Rd. - 1A	MC-s	From Dowlen Rd. - Ext. S. go southeast crossing Kidd Rd. Ext. East (was Un-Named Rd. 1b) and then go east and then north to cross Dowlen Rd. Ext. South; Un-Named Rd. 15, and finally connecting to Brooks Road.	65'	2	No	C&G	---	---	
Un-named Rd. - 2 Re-alignment.	MC-s	From Baker Rd. Ext. East at Dowlen Rd. Ext. South extend east to connect with IH-10 Service Road.	60'	2	No	C&G	---	---	
Un-named Rd. - 3	MC-s	Manion south to Phelan.	60'	2	No	C&G	---	---	
Un-named Rd. - 4A	MC-s	Dishman north and east to N. Major at UNR-4B.	60'	2	No	C&G	---	---	
Un-named Rd. - 4B	MC-s	Major Dr. at UNR-4A east to Delaware Ext. West.	60'	2	No	C&G	---	---	
Un-named Rd. - 5A	MC-s	From Folsom Rd. Ext. West, north and then east to UNR-5B just north of	60'	4	No	C&G	---	---	
Un-named Rd. - 5B	MC-s	From S.H. 105 at or near Lampman south then southeast to intersect with UNR-5A and then southeast and east to Old Dowlen Road near utility sub-station and to Parkdale Mall.	60'	4	No	C&G	---	---	
Un-named Rd. - 6	MC-s	From Keith Rd. east and then north to S.H. 105.	100'	2	No	SH	---	---	
Un-named Rd. - 7	MC-s	From Major Dr. just north of LNVA Canal southwest to Folsom Ext. West.	60'	2	No	C&G	---	---	
Un-Named Rd. - 8	MC-s	Chinn at Meadowview north to Tram Rd. Ext. East.	60'	2	No	C&G	---	---	
Un-Named Rd. - 9A	MC-r	S. Boyd Rd. at UNR-9B east and north to Kidd Road.	100'	2	No	SH	---	---	

Roadway Classifications & Planned Facilities Descriptions

Ord. / Res. No.: 08 - 316

Roadway Name	Roadway Class.	Limits From - To	Min. RW Width	Min. # Thru Lanes	CTL or Median	Curbs & Gutter or Shoulder	Parking Lane(s)	Side-walks	File Name + APPDA08A.WK4
Un-Named Rd. - 9B	MC-r	S. Boyt Rd. west to Meeker Rd. Ext. South.	100'	2	No	SH	---	---	
Un-Named Rd. - 9B; westward extension of.	MC-r	From Meeker Rd. Ext. South extend west to ETJ Line.	100'	2	No	SH	---	---	Would extend beyond ETJ Line to connect with Innes Rd. Ext. South.
Un-Named Rd. - 10	MC-r	Humble Rd. at Steinhagen south to UNR-11A to FM 365.	100'	2	No	SH	---	---	
Replace this description for Un-named Rd. - 11A with descriptions shown below	MC-r	Labelle Rd. easterly to ETJ line west of Hillebrandt Rd. at UNR-11B.	100'	2	No	SH	---	---	Un-named Rd. - 11B extends eastward from ETJ line and then south to connect with S.H. 365.
Un-named Rd. - 11A	MC-r	From Labelle Rd. easterly to UNR-10.	100'	2	No	SH	---	---	
Un-named Rd. - 11B	MC-r	From UNR-10 easterly to ETJ line west of Hillebrandt Road.	100'	2	No	SH	---	---	Un-named Rd. - 11B should extend eastward from ETJ line to Hillebrandt Rd. and then easterly and south to connect with S.H. 365. Any portion of UNR-11B outside the ETJ is however outside the jurisdiction of this plan.
Un-named Rd. - 12A	MC-s	From Tram Rd. west of City Limits extend south then southwesterly and west to connect with proposed Hardin-Jefferson Parkway at UNR-12B.	60'	2	No	C&G	---	---	
Un-named Rd. - 12B	MC-s	From UNR-12B at proposed Hardin-Jefferson Pkwy. west to connect to Tram Rd. at proposed UNR-14.	60'	2	No	C&G	---	---	Suggest naming the road River Oaks.
Un-named Rd. - 13	MC-s	From Inwood Street in Bevil Oaks east and south to connect with UNR-14.	60'	2	No	C&G	---	---	Suggest naming the road Inwood Street. UNR-13 is also listed under Inwood Street Extension East.
Un-named Rd. - 14	MC-s	From River Oaks Blvd. in Bevil Oaks extend east and south to connect with Tram Rd. at UNR-12B.	70'	2	No	C&G	---	---	Special R/W case. Pavement and R/W set to match existing Bevil Oaks section. Suggest naming the road River Oaks. UNR-14 is also listed under River Oaks Extension East.
Un-Named Rd. 15	MC-r	From a point on Major Dr. approximately half way between Brooks Rd. and Dowlen Rd. Ext. South go eastward and then southeasterly to connect with Dowlen Rd. Ext. South.	100'	2	No	SH	---	---	
Un-Named Rd. 16	MC-r	Go westerly from the intersection of Major Dr. and Un-Named Rd. 15 to connect with Un-Named Rd. 1A, then continue to Keith Rd. Ext. South.	100'	2	No	SH	---	---	
U.S. Hwy. 69, 96, & 287 (Cardinal Drive)	Frwy	IH-10 east to Twin City Hwy. (S.H. 347).	Varies	4	M	C&G	---	---	State Standard. Grade separation Interchanges at Farnett, 4th St., Erle, W. Pt. Arthur Rd., MLK Pkwy., and Twin City Highway. Overpass at Highland.

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Roadway Name	Roadway Class.	Limits From - To	Min. R/W Width	Min. # Thru Lanes	CTL or Median	Curbs & Gutter or Shoulder	Parking Lane(s)	Side-walks	File Name + APPDA08A.WK4
U.S. Hwy. 69, 96, & 287.	Fwy	Twin City Hwy. southeasterly to FM3514 to ETJ line.	Varies	4	M	SH			State Standard.
U.S. Hwy. 69, 96, & 287 (See Eastex Fwy.).									
U.S. 90 (See College)									
Usan St.	MC-u	Southerland south to Sarah to Virginia.	60'	2	No	C&G			
Village Creek Parkway. (See FM 3513)									
Virginia St., West	MC-u	Avenue "A" west to 4th St.	60'	2	No	C&G			
Virginia St., East.	MC-u	MLK Pkwy. west to Callaghan.	80'	4	M	C&G			
East Virginia closed through Lamar Univ.									
Virginia St. East (Cont.)	MC-u	University west to Highland Avenue.	60'	2	No	C&G			
Walden Rd.	MA-s	West from Fannett Rd. at Walden Rd. Ext. East to IH-10 to Dowlen Rd. Ext. South.	120'	4	CTL	C&G			
"	MA-s	Dowlen Rd. Ext. South west to S. Major.	120'	4	M	C&G			
"	MA-s	S. Major west to Wescalden to Keith Rd. Ext. S. to Smith Rd. Ext. North.	120'	4	M	C&G			
"	MA-r	Smith Rd. west to S. Pine Island Rd. Ext. South.	150'	4	M	SH			
Walden Rd.- Ext. West	MA-s.	S. Pine Island Rd. west to Meeker Rd. Ext. South.	150'	4	M	SH			
Walden Rd.- Ext. East	MA-s	Fannett Rd. southward along the west bank of Hillebrandt Bayou and crossing said bayou near the northern end of the Tyrrell Park golf course and extending eastward to approximately 500 feet west of 4th St. Ext. South.	150'	4	M	SH			
"	MA-s	From approximately 500 feet west of 4th St. Ext. South go east to 4th St. Ext. South.	150'	4	M	SH			
"	MA-s	From Fourth St. Ext. South, east to Erie St. to W. Pt. Arthur Rd. at Sulphur Dr. Ext. West.	150'	4	M	SH			
See Sulphur Dr. Ext. West for corridor continuation eastward.									
Wall Street.	MA-u	Trinity west to MLK Pkwy.	60'	3	No	C&G			This is the west bound section of College Street.

CTL = Center turn lane

C&G = Curb and gutter

SR = Service Road

2S = Sidewalks on 2 sides; 1S = 1 sidewalk only.

O = Optional; Ext. = Road Extension.

M = 14' Median unless otherwise noted under remarks

SH = 8' shoulder on each side of the road

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Roadway Name	Roadway Class.	Limits From - To	Min. R/W Width	Min. # Thru Lanes	CTL or Median	Curbs & Gutter or Shoulder	Parking Lane(s)	Side-walks	Remarks
Washington Blvd.	SA-u	MLK Pkwy. (Spur 380) west to 4th St. to 11th St. to IH-10 west service road.	90'	4	CTL	C&G			Grade Separation at SP RR.
"	SA-s	IH-10 west service road west to 23 rd. St. to S. Major Drive.	90'	4	CTL	C&G			
"	SA-s	S. Major Dr. west to Westcaldier to Keith Rd. Ext. South.	80'	4	M	C&G			
Washington Blvd. - Ext. East	MC-u	MLK Pkwy. (Spur 380) east to Sycamore.	70'	2	No	C&G			
Westcaldier Dr.	MC-s	College St. south to Walden Road.	60'	2	No	C&G			
West Port Arthur Rd.	SA-s	Avenue A Ext. S. to Cardinal.	70'	4	No	C&G			
"	MA-s	Cardinal Dr. south to LNVA Canal, to City limits, FM3514, and to ETJ Line.	150'	4	M	SH			
Westgate Dr.	MC-s	Shakespeare east to Dowlen.	60'	2	No	C&G			
"	MC-s	Dowlen Rd. east to Peyton.	60'	2	No	C&G			
Willow St. (4-Way south bound)	SA-u	IH-10 off ramp at North St. south to Broadway.	60'	4	No	C&G			
"	SA-u	Broadway south to Laura.	60'	3	No	C&G			
See Park St. for southward continuation of corridor.									
Willow Bend Dr.	MC-s	S. Major Dr. east to Quiet Bend.	70'	4	M	C&G			
"	MC-s	Quiet Bend south to 753' south of Willow Place.	80'	2	No	C&G			
Willow Bend Dr. - Ext. North	MCs	Walden Road north to Turnberry to 753' south of Willow Place.	60'	2	No	C&G			
Willow Bend Dr.	MC-s	Walden Rd. south to Prestwick Circle.	60'	2	No	C&G			
Willow Bend Dr. - Ext. South	MC-s	From Preswick Circle south to Brooks Road.	60'	2	No	C&G			
Willow Creek Drive.	MC-s	S. Major east approx. 350'.	100'	4	M	C&G			
"	MC-s		60'	2	No	C&G			
Winzor Rd.	MC-r	From Blewett Rd. south to present end.	150'	2	No	SH			Would continue south to FM 365. Changed from SA to MC-r.
Winzor Rd. - Ext. South	MC-r	From present end south across Bayou Ditch to ETJ Line.	150'	2	No	SH			
Woolen Road	MCs	College Street (U.S.90) south to Washington Boulevard.	60'	2	No	C&G			
Yorkshire Rd.	MC-s	College north to present end.	100'	2	No	SH			
Yorkshire Rd. Ext. N.	MC-s	College north to present end.	100'	2	No	SH			

ECONOMIC DEVELOPMENT
PLAN

AN
ELEMENT OF THE
COMPREHENSIVE PLAN

RESOLUTION NO. 02-282

BE IT RESOLVED BY THE CITY COUNCIL
OF THE CITY OF BEAUMONT:

THAT the City Council hereby approves the Economic Development Plan Element of the Comprehensive Plan of the City of Beaumont substantially in the form attached hereto as Exhibit "A."

PASSED BY THE CITY COUNCIL of the City of Beaumont this the 26th day of November, 2002.


- Mayor Evelyn M. Lord -

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PREFACE

On April 5, 1986, Beaumont's voters approved a major update of the City Charter. Most of the Charter revisions were intended to improve the way the City Government carries out its responsibilities to the community.

One important change was a requirement for a new component to the City's Comprehensive Plan. The Comprehensive Plan provides, in written and graphic form goals, objectives, policies and proposals for Beaumont's future physical growth and development. Elements of the Plan address land use, transportation, and parks, recreation and open space.

In the Charter election, the citizens voted to add an Economic Development element to the Comprehensive Plan. The new element was proposed by the City staff for two major reasons. First, most of the physical development policies and proposals contained in the Comprehensive Plan are closely tied to the related trends of employment and population growth. The physical development goals of the Plan cannot be achieved without expansion of Beaumont's economy. Second, the state of the economy is the most important development issue in Beaumont in terms of its direct effects upon the present and future quality of life of all citizens.

With its adoption, the Economic Development Policy Plan will provide general policy guidance to the Planning Commission, City staff, and City Council.

DEFINITION OF ECONOMIC DEVELOPMENT

Economic development is a widely discussed, but not always understood, concept. Economic development is often seen as the attraction of new industries. While attraction of new industry is certainly a worthwhile goal and should be an important part of any comprehensive economic development program, there should be activities designed to retain and expand existing businesses and industries and to create entirely new businesses. Research indicates that most industrial relocations involve moving to a new site within the same metropolitan area and that the number of organizations in the United States actively soliciting industrial prospects greatly exceeds the number of new industrial plants built each year. Most economic development practitioners agree that efforts at industrial retention/expansion and development of new small local businesses and industries often offer the greatest potential for successful economic development. Economic development also involves strategic planning: setting goals, determining the competitive strengths and weaknesses of the area economy and devising a course of action to achieve the desired goals.

For the purpose of this plan, economic development is defined as follows:

ECONOMIC DEVELOPMENT IS THE PROCESS OF USING PUBLIC AND PRIVATE RESOURCES TO CREATE NEW JOBS. THIS IS DONE THROUGH INDUSTRIAL ATTRACTION, EXPANSION OF EXISTING BUSINESSES AND INDUSTRY, AND CREATION OF NEW BUSINESS ENTERPRISES.

INTRODUCTION

An Economic Development Policy Plan has been prepared to provide City Council with a policy framework for addressing the strategic issue of economic growth. The City of Beaumont contracts with the Beaumont Chamber of Commerce for various economic development activities such as marketing analysis and strategies for business retention.

The Economic Development Policy Plan consists of goals, objectives, policies, and proposals for guiding Beaumont's future economic growth and development. The strategy was developed following an inventory and analysis of the characteristics of Beaumont's economy, obstacles to economic growth, opportunities for new employment, and Beaumont's competitive position in terms of locational attributes and business climate.

The economic development policies are based on one goal: to increase the total number of permanent jobs available to citizens of Beaumont and the southeast Texas region. Five objectives have been identified to address this goal, and policies have been drafted to meet each objective.

One of the most effective economic development functions for a local government is to identify barriers to economic growth and, where possible, remove or reduce these barriers. Specific opportunities include:

- continuing to simplify and streamline City regulations and permitting procedures affecting business expansion.

- providing leadership in developing a community attitude of unity and determination in strengthening the area economy.

There are several very significant resources Beaumont can build on in strengthening the local economy:

- Access to a population of 385,000 in the three county, Beaumont/Port Arthur Metropolitan Statistical Area (MSA). Located less than 90 miles from Houston, there are 31 million people within one day's driving time. This provides a good market base for specialized or high-quality retailing, health and other professional services, and "day-trip" tourism. The population of the "expanded market area" is also an asset in providing a large labor market for potential new industry and for providing a sizable market for wholesaling and distribution activities.
- The labor force in the Beaumont area includes a diversified mix of skilled, unskilled, and trainable workers.
- According to local industrial real estate specialists, there is a more than adequate supply in Beaumont of industrial and commercial development sites with adequate utilities and good transportation access.
- A widely diversified transportation system serves the area with freeway, rail, international port, and aircraft transportation.
- Unlike other regions in the southwest, the Beaumont area has a large reliable supply of fresh surface water.
- Lamar University provides the nucleus of new research and technology oriented

businesses.

- Lamar Institute of Technology provides the Beaumont-Port Arthur MSA with an exceptional Workforce Training Program. Lamar has partnered with business and industry in Southeast Texas to build a better workforce. Customized training programs are established to assist industry in training it's employees.
- Lamar Institute of Technology is the fastest growing of the 140 established colleges and universities in the State of Texas. Lamar Institute of Technology offers 27 degree and 22 certified programs.

**GOAL: INCREASE THE NUMBER OF PERMANENT JOBS
AVAILABLE TO CITIZENS OF BEAUMONT AND
SOUTHEAST TEXAS**

Emphasis should be placed on value added jobs which are most likely to lead to further job creation. Jobs in "export" industries bring money into the region through production of goods or services that are exported outside of Beaumont. These jobs, which are generally relatively highly paid, create spendable household income, generating new jobs in sales and services.

Beaumont also needs jobs which can be filled by workers who were previously employed in shipyards, refineries, and chemical plants. These skilled workers are among Beaumont's most valuable economic resources and will leave the area if new job opportunities are not developed.

Because of an especially high unemployment rate among Beaumont's sizable minority population, entry-level jobs with on-the-job training are needed to bring unskilled workers from low-income backgrounds into the work force.

WHERE WILL THESE JOBS COME FROM? New jobs come from three sources;

- 1) expansion of existing businesses
- 2) creation of new, entrepreneurial enterprises
- 3) attraction of plants or businesses from outside the community.

Research indicates that expansion of existing businesses and creation of new entrepreneurial enterprises account for 80% to 90% of all new jobs.

OBJECTIVE NO. 1

**MAINTAIN AN EFFECTIVE ROLE FOR THE
CITY OF BEAUMONT IN THE ECONOMIC
DEVELOPMENT PROCESS.**

Policy 1.1 Role of the City

The City will continue to serve in a leadership role in the following areas of economic development:

- a) **strategic planning** – analyzing Beaumont's competitive strengths and weaknesses in the world economy and then taking aggressive action to capitalize on the strengths and overcome the weaknesses.

- b) **legislative advocacy** – working closely with Jefferson County, The Port of Beaumont, Drainage District #6, the Jefferson County Navigation District, BISD, other municipalities in the region, and other State and Federal elected officials to secure major funding assistance and to enact or change laws to increase the strategic competitiveness of the local/regional economy.
- c) **leveraging and public/private partnerships**—using the limited resources available to the City government, such as grants, development incentives, infrastructure, land, and staff to attract private sector investments which will create or retain jobs and/or increase the tax base.
- d) **develop and communicate a vision of the future** – the City’s elected officials and staff must motivate the community to set its sights on the goal of becoming a first-class medium-sized city with a quality of life capable of attracting new private investment and population.

The City will serve in a leadership and cooperative role in the following areas, participating actively and lending whatever support is needed to other members of the economic development network:

- a) **promotion:** assisting the Chamber of Commerce, the Partnership of Southeast Texas, the Convention and Visitors Bureau, BUILD, Inc/Beaumont Main Street, Entergy, and other promotional groups in marketing Beaumont as a business location, tourist destination, etc.
- b) **business attraction:** working cooperatively with the Chamber of Commerce in competing for new industry.

Policy 1.2 The City’s Commitment

The City will commit the assets it has available – staff, incentives, land, taxing authority, infrastructure, tax-exempt bonding authority, and access to State and Federal grants—to the local and regional economic development efforts.

The City will also strive for excellence in conducting its basic responsibilities of providing public services and infrastructure, recognizing that an efficient, competent and responsive City government is one of the prerequisites for economic growth of a community.

Allocation of resources for construction of new or the repair or extension of existing city infrastructure and new or revised city services will be implemented on the basis of need; however, the impact of such actions on the economic development of the city as a whole will be considered of overriding importance when deciding where to allocate the city’s resources among areas which are of equal need.

Policy 1.3 Public Return on Investment

The City will examine the potential return on the public's investment when determining where and how its limited resources will be committed. Return on public investment will be measured in terms of jobs created, jobs retained, and broadening of the tax base.

OBJECTIVE NO. 2

ENCOURAGE A CLIMATE WHICH FACILITATES BUSINESS GROWTH AND SUSTAINABILITY

Policy 2.1 The City of Beaumont recognizes that the degree of cooperation and support of local government plays a major role in business location and expansion decisions. The City resolves to improve both its efficiency and effectiveness in providing assistance and services to business.

Policy 2.2 The City of Beaumont will be committed to improving the quality of life for current and future residents.

In recognition of the connection between economic development, the quality of life or livability of a city, and the development of a favorable sense of place among residents and non-residents alike, the City supports the inclusion of "quality of life" and "environmental quality" considerations in making planning and development decisions.

Visual community appearance considerations in the City's planning and development efforts are to be considered important economic development actions which will improve Beaumont's ability to attract new businesses and employment opportunities.

In realization of the fact that investing in the overall improvement in the quality of life or livability of the city is not a goal which can be achieved overnight, the city will concentrate its resources on the cleanup and rehabilitation of selected neighborhoods and on the development and implementation of urban design plans for selected open space, street corridor, and city entrance or gateway areas.

OBJECTIVE NO. 3**ATTRACT NEW BUSINESSES AND INDUSTRIES TO THE BEAUMONT AREA**

- Policy 3.1 The City will work with the Chamber of Commerce, the Partnership of Southeast Texas and other economic development groups in a team effort to bring new businesses and industries to the Beaumont area.
- Policy 3.2 Efforts to attract new business and industry will be targeted on industries whose locational needs are consistent with the Beaumont area's locational attributes.
- Policy 3.3 Continue to promote the Beaumont area's resources and quality of life factors through the efforts of the Beaumont Convention & Visitors Bureau.

OBJECTIVE NO. 4**RETAIN AND EXPAND EXISTING BUSINESSES AND INDUSTRIES**

- Policy 4.1 The City of Beaumont recognizes that existing businesses and industries are the community's most important economic resources and will support the efforts of existing businesses to expand and improve operations.
- Policy 4.2 An "outreach" program to foster continuing open lines of communication between the city government and existing businesses and industries will continue.

OBJECTIVE NO. 5**STIMULATE THE CREATION OF NEW BUSINESS**

- Policy 5.1 Continue the City's Small Business Revolving Loan Fund which provides financing assistance for new businesses having difficulty in obtaining conventional financing.
- Policy 5.2 Continue work with the Small Business Center at Lamar University, which assists start up businesses and processes applications for the City's Small Business Revolving Loan Fund.

OBJECTIVE NO. 6

**IMPROVE THE COMPETITIVE
ADVANTAGES OF THE BEAUMONT AREA
ECONOMY**

- Policy 6.1 The City of Beaumont will assume a role of partnership with local business and industry in competing with producers in other regions, states and countries. This means City actions involving taxes, infrastructure, regulations and development incentives will focus on making it easier, more efficient and more advantageous for doing business in Beaumont.
- Policy 6.2 Expand the scope of Beaumont's market area by capitalizing on the city's role as a regional center of trade, professional services, entertainment, distribution, and medical services.

LONG RANGE STRATEGIES

- Maintain an equitable and moderate tax rate. This can be achieved by broadening and diversifying the tax base.
- Improve Beaumont's quality of life by developing and improving recreation, health, education, and employment opportunities. Improving the quality of life will also require improvements in the environment and the physical appearance of the city.

Successfully pursuing these long-range strategies will make Beaumont more attractive as a place to relocate, expand, or start a business venture.

*PARKS, RECREATION
&
OPEN SPACE
PLAN*

*An Element of The Comprehensive Plan
of the City of Beaumont, Texas*

*Prepared by the Planning Division of the
Economic Development Department, City of Beaumont.*



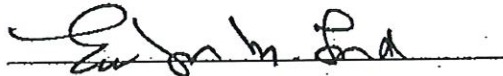
August, 2002

RESOLUTION NO. 02-205

BE IT RESOLVED BY THE CITY COUNCIL OF THE
CITY OF BEAUMONT:

THAT the City Council of the City of Beaumont hereby re-adopts the Parks,
Recreation and Open Space Plan Element of the Comprehensive Plan.

PASSED BY THE CITY COUNCIL of the City of Beaumont this the 27th day
of August, 2002.


- Mayor Evelyn M. Lord -

Beaumont City Council

The Honorable Mayor Evelyn M. Lord
Mayor Pro-Tem Lulu Smith
Councilperson At-Large Becky Ames
Councilperson At-Large Andrew Cokinos
Councilperson Guy Goodson, Ward 2
Councilperson Audwin Samuel, Ward 3
Councilperson Bobbie Patterson, Ward 4

Beaumont City Planning Commission

Laurie Leister, Chairman
Greg Dykeman, Vice-Chairman
Glenn Bodwin
Marty Craig
Dale A. Hallmark
Carlos Hernandez
Walter Kyles
Dohn LaBiche
William Lucas

Parks and Recreation Advisory Committee

Lula Henry, Chairman
Adrian Hudspeth, Vice-Chairman
Gary Celli
George Chute
Myra Clay
Michael Getz
George Jackson
Benny Mendoza
David Verde
Barbara White

INTRODUCTION

Purpose / Intent

This Parks, Recreation, and Open Space Plan is the official and complete statement of public goals, objectives, policies, and recommendations endorsed by the Beaumont City Council concerning the future development and redevelopment of the City's parks and recreational facilities and open space resources over the next twenty to thirty years. It is needed in order to insure objectivity, consistency, and equality in meeting the parks, recreational, and open space needs and desires of all the residents of Beaumont. The Plan makes it possible to document and justify decision making actions in accordance with predetermined and agreed upon goals, objectives, and policies. Development and adoption of this Plan clearly places the responsibility for setting the City's parks, recreation, and open space goals, objectives, and policies with the elected officials of the City.

The Parks, Recreation, and Open Space Plan has the recommendation of the City Planning Commission and is adopted by the City Council in order to make it clear to the community that the Plan does, in fact, represent the official views and policies of the City Council. However, the adoption of this Plan does not mean that its goals, objectives, policies, and proposals are static or end-state. As conditions change and new issues and information come to the forefront, the City Council may have to amend this Plan in order to meet those changing conditions. Also, with experience, some policies and proposals may prove to be unworkable or unrealistic and need to be revised or deleted from the Plan. Therefore, to insure that the Plan is kept up-to-date and reflects the intentions of the City Council, this Plan is to be publicly reviewed and re-adopted by the City Council every two years. When necessary, there may even be a need for a more frequent re-adoption.

This Parks, Recreation, and Open Space Plan is an official element of the City's Comprehensive Plan.

Park Facilities and Recreational Services

The present park system encompasses more than 2,132 acres spread among thirty-two sites. See Table A-1 for details on each park site. Water oriented recreational activities are provided by two swimming pools, two wading pools, five spray devices, and two sites fronting the Neches River. The Athletic Complex, located on College Street, is one of the largest parks and is the City's major center for softball activities. The park is also a major tennis facility. The City's major golf facility, the Henry Homberg Municipal Golf Course, is located at Tyrrell Park. A horse riding stable, a garden center and conservatory, a tree farm, and an artificial wetlands facility providing nature and birding watching areas are located in and adjacent to Tyrrell Park.

In addition to the thirty-two recreational parks, there are seventeen landscaped passive recreational facilities including three water fountains maintained by parks staff in the Central Business District.

Recreational programs and senior citizen services provided by the City include special summer youth day activities at eight locations, an age group track program, high school basketball, and learn to swim classes. A free Summer Food Service Program is offered at four locations. Special programs for all age groups, particularly for young children, are provided on special occasions (i.e., Christmas, Easter, Black History Month, Halloween, etc.). Special Senior Citizen programs such as arts and craft classes, dance classes, table games, social activities including field trips, health services, and social support groups are provided at the Best Years Senior Center.

The current level of recreational programs and services is broad based and varied, however, a study of the types and numbers of such programs, compared to the current and any projected demographics for the city, might find deficiencies in the provision of those programs and services. As more 2000 Census figures become available, a study of the types and numbers of recreational and social activity programs provided compared to the age structure of the population is intended to be conducted. An expanded analysis and proposal section will be provided in a summer or fall of 2003 complete revision of the plan.

Overview of the Planning Area

Over the past ten years or so there has been a migration of population to out lying or suburban communities. However, this migration appears to be stabilizing or perhaps reversing. Where new development and population growth is occurring within the City it is generally to the west, while the eastern half of the City has been experiencing a decline in population and little new development. Hopefully, current and future City neighborhood redevelopment efforts may be successful in stopping and in reversing out migration in the eastern parts of the City. For a detailed description of demographic data, see Appendix B: Demographics.

The Planning Process

While most of the "physical, long-term planning" for the park system is achieved by the Planning Division staff of the Economic Development Department, the planning and provision of park and recreation "services and activities" is accomplished by parks and recreation staff. Planning staff is responsible for coordinating the comprehensive park planning process and producing reports documenting the planning and policies formulations process. Additionally, a considerable amount of technical assistance is provided to the Planning staff by parks and recreation personnel. The City's fourteen member Parks and Recreation Advisory Committee also provides guidance to City staff and City Council in planning for park and recreational services. The following discussion explains how the process of developing this plan was planned, guided and executed. The discussion begins with work done in 1995 because this year 2002 plan is an up-date of the adopted 1998 plan, which was originally started in 1995. It is also important to note that in 2000, the Parks and Recreation Department was reorganized into the Parks and Property Services Division within the Department of Public Works, and the Recreation Division within the Department of Central Services.

Preliminary Stage (mid-1995 to mid-1996)

The primary participants in the early stages of development of this plan were the City Planning and the Parks and Recreation office staff. At this stage, staff members prepared draft outlines of the plan text and map, created inventory forms and began inventorying existing conditions, created survey forms and, in general, got the plan development process started. The Planning staff also began preliminary needs assessment activities. (See Appendix D for form examples.)

In this early stage of production, the City Planning staff began to formulate evaluations regarding the physical nature of the park system. This occurred through several field inspections throughout the park system in order to inventory park facilities and also to obtain firsthand information regarding various issues such as maintenance and park usage. Needs assessment activities were generally begun immediately following the inventory and analysis of the park system inventory. Planning for this Parks, Recreation, and Open Space Plan utilized three forms of needs assessment methodologies; standard-based, resource-based, and demand-based.

Standard-Based Needs Assessment

The National Recreation and Park Association has set standards regarding the size of a park's service area as well as the appropriate acreage and number of facilities needed for the given size of a community. A comparison between current National Recreation and Park Association Standards (See Table C-1 in Appendix C) and the number, size, and condition of existing facilities can indicate whether or not a park adequately serves its given service area (See Figure A-1 and A-2 in Appendix A). Facilities or parks not meeting current standards indicate areas where new facilities should be provided or existing facilities be improved (See Table 1 on page 12).

Acreage standards are intended to be used as general guidelines for analyzing existing park resources and for planning future improvements and are not to be used as rigid formulas for determining park land needs. In no case should standards be used as the sole justification for acquiring additional park land. The specific needs of individual neighborhoods, the availability of funding for park system development at any given time, and factors such as the needs of additional maintenance personnel and operating expenses that would be generated by the new acquisition should be carefully evaluated when considering new additions to the City's park land inventory.

Resource-Based Needs Assessment

If the City of Beaumont is to purchase more land to meet future park needs, the cost can be substantial. In many cases, suitable public land needed to meet many of the Beaumont parks deficiencies already exists. By utilizing resource based methods of needs assessment, existing resources are allocated to meet appropriate parks and recreation needs. The Parks, Recreation, and Open Space Plan considers the use of existing resources such as undeveloped park land, easements, or floodplain property as potential resources for meeting future park and recreation needs. Abandoned school sites are an example of existing resources which have a great potential for providing park services, especially to inner-city areas. Also, there are a significant amount of vacant properties in the eastern portion of the City, which are another resource for the redevelopment of inner-city neighborhoods.

Demand-Based Needs Assessment

Those recreational services or facilities showing a high demand by the constituency should ideally be provided for in the plan. Demand for park and recreation services was evident through direct requests from the public. These requests are sometimes conveyed directly to the planning and parks staff or through the Parks Committee and City Council members. Demand for recreational services and facilities were also determined from park and recreation staff observation of citizen participation levels.

Intermediate Stage (Mid 1996 to December 1996)

After the initial development stage, participation was expanded to include input from the Parks and Recreation Advisory Committee, the Planning Commission, various Neighborhood Associations, other governmental officials and interested citizens. Several drafts of the plan were produced during this period reflecting the interaction with these various groups.

Neighborhood Planning Program

The Neighborhood Planning Program of the Planning Division of the Department of Economic Development is now a major component of the planning office's work effort. Furthermore, the parks, recreation, and open space planning components of neighborhood plans contribute to the development of this Parks, Recreation, and Open Space Plan. Public participation in the development of neighborhood plans is extensive and involves grass roots, local participation. Since all neighborhood plans go through a public hearing process prior to official adoption by the City Council, city wide citizen participation also occurs. Considering all of the citizen participation techniques available, it was decided that the neighborhood planning process would become the cornerstone of all future neighborhood oriented parks, recreation, and open space planning and implementation activities.

City Planning staff attended neighborhood association meetings throughout this intermediate stage of plan development. Park and recreation related issues brought forth from these meetings provided valuable information during the development of the plan.

Although a city wide parks and recreation citizen survey was not administered during the production of this plan, citizen surveys were completed on the neighborhood level. For example, the West Oakland/ Pear Orchard Neighborhood Citizen Survey, the College Street Corridor Area Citizen Survey, the Old Town Neighborhood Resident Survey, and most recently, the 2001 South Park Citizen Survey, have provided valuable public input regarding the parks serving those neighborhoods. Future planning at the neighborhood level should ideally utilize the citizen survey, thus providing more data regarding public opinions of the parks in the Beaumont system. (See example in Appendix D).

Parks and Recreation Advisory Committee

The Parks and Recreation Advisory Committee (PRAC) regularly meets with City staff to discuss park planning and recreational needs and to identify goals, objectives, and priorities. The PRAC is responsible on an ongoing basis for advising the City Council and City Manager on these matters. Therefore the City considers PRAC workshops and public meetings and hearings as the primary citizen involvement forum for setting priorities and selecting projects. The 1997 Parks and Open Space Plan was presented for discussion and approval during a December 1996 PRAC workshop. The

1998 Parks and Open Space Plan was presented for discussion and approval during a Spring 1998 PRAC workshop. The 2000 Parks, Recreation, and Open Space Plan was presented for discussion and approval during a May 2000 PRAC workshop.

Final Stage (December 1996 to May 1997)

In the later stages of development of the 1997 plan, the City Council, the Planning Commission and the general public became officially involved through the public hearing process.

City Council

The City Council and Planning Commission are both involved to the extent that either body may hold public hearings to solicit public input for the planning efforts. Typically, the Planning Commission will hold public meetings during the intermediate planning stages and a joint City Council / Planning Commission meeting would occur in the later stages of plan development. Official approval of the Parks, Recreation, and Open Space Plan follows receipt of recommendations from the Planning Commission and public City Council deliberation and approval of those recommendations. The Planning Commission held a workshop on the 1997 plan in December 1996 to discuss the plan. A public hearing was held during a joint City Council and Planning Commission Meeting on February 3, 1997 to discuss the final draft of the plan. The resulting document was adopted by City Council on May 13, 1997.

Execution Stage (May 1997 to present)

The final draft of the 1997 Parks and Open Space Plan was placed into effect on May 13, 1997.

Revision Stage (February to June 1998)

In early 1998 revisions to the 1997 plan were drafted and presented in a public forum in May 1998. The revised 1997 plan was adopted by the City Council on June 23, 1998.

Year 2000 Up-date (Spring 2000)

In March and April of 2000, revisions to the 1998 Parks and Open Space Plan were drafted. A draft of the 2000 Parks, Recreation, and Open Space Plan was presented at a May 8, 2000 Parks and Recreation Advisory Committee (PRAC) workshop. Also presented was a mail-in survey form to get committee member opinions on priorities for the Five Year Plan. The Committee's priorities, as determined from the survey, were as follows:

Priority 1 - Create new neighborhood parks. The old Edward's School site and the Wooten Rd. / Shady Lane area were tied for first choice and the Boreley Heights area was the next choice.¹

Priority 2 - Renovation / rehabilitation of Tyrrell Park was the first choice with Weiss Park as second.²

Priority 3 - Continue an unfinished phase of an existing park or provide recreational opportunities not now provided for (tied for third priority). Priority projects were (1) River Front Park and (2) Municipal Athletic Complex and (1) Skateboard / Roller Blade facility and (2) Recreational Fishing Facility, respectively.³

¹ In 2001, a master plan was initiated for a 2.5 acre park on the Edward's Site and funding supplied by CDBG.

² In 2000-01, improvements to Tyrrell Park included a new storage facility, sidewalks, and camping and horseback riding facilities.

³ In 2000-01, improvements to the Municipal Athletic Complex included renovations to softball, tennis and playground facilities.

Using input from the PRAC meeting, the Planning staff drafted an up-dated plan which was presented at a June 5, 2000 City Planning Commission workshop. A joint public hearing of the Planning Commission and the City Council occurred on August 21, 2000. The Parks, Recreation, and Open Space Plan was officially adopted by the City Council on August 29, 2000.

Year 2002 Up-date (Spring and Summer 2002)

For the 2002 adoption, only minor changes were made to the planning document to reflect changes in the current parks system. The proposals in the plan were not altered. A draft of the 2002 Parks, Recreation, and Open Space Plan was presented on July 22, 2002 to the Parks and Recreation Advisory Committee (PRAC). A joint public hearing of the Planning Commission and the City Council occurred on August 19, 2002. This Parks, Recreation, and Open Space Plan was officially adopted by the City Council on August 27, 2002.

Future Plan Update 2003

Upon adoption of this 2002 update to the Parks, Recreation and Open Space Plan, staff will begin work on an expanded and completely re-written version of the plan for the fall of 2003. The Parks and Recreation Advisory Committee will begin active participation in the analysis and document drafting efforts of this forthcoming completely re-written plan during the later half of 2002. Staff is also conducting a study of all facilities in the parks system to identify security and access problems and also need for maintenance and facility improvements. Phase one of this study, to be conducted in the summer of 2002, will tentatively cover Central, Fletcher, Halbouty, McLean, Perlstein, Roberts, Sprott and Wuthering Heights Park.

GOALS AND OBJECTIVES

Goals and objectives are considered the cornerstone of any effective planning process. Among other things, goals and objectives are needed to: (1) provide direction to the planning studies; (2) to identify specific areas of concern to be researched and evaluated in the planning process; (3) to provide a mechanism for reflecting public input; and (4) to provide benchmarks for monitoring and evaluating the success of implementation actions.

A distinction must, however, be made between goals and objectives. For the purposes of this Plan, a goal is defined as a "general expression" of a desired outcome, while an objective is defined as a "specific end" to be achieved through some form of action taken to achieve a goal. Generally, the more goals which are accomplished by the implementation of any single objective, the higher the priority would be for that particular objective. The actual process of formulating the goals and objectives moves from the general to the specific; first, general goals are formulated; then, after base data is collected and analyzed, the goals and objectives are refined, made more specific and adjusted to be more applicable to the issues and needs that were identified during the preliminary research and analysis phase of the planning process. Finally, in the advanced stages of the planning process, policies are formulated which are intended to provide a means of implementing specific goals and objectives.

During the early preparation stage, draft goals and objectives were formulated by the planning staff using goals and objectives from a 1972 Planning Department parks study, from the 1980 "Parks and Open Space Plan", as amended, and from the "1991 Recovery Action Plan" (the City's parks and recreation rehabilitation plan for meeting UPARR grant recipient qualifications). After the data gathering, preliminary mapping, and analysis phases of the planning process were completed, the assumptions underlying the preliminary goals and objectives were re-evaluated and the goals and objectives were revised as needed. After refinement of the draft goals and objectives, a set of development and implementation policies were prepared by the planning staff using the above listed documents as source material. The intention of those efforts were to provide a policy framework to guide the future development and continued conservation of Beaumont's parks, recreational, and open space resources.

The following goals, objectives and policies were recommended for City Council adoption by the Parks and Recreation Advisory Committee and the Planning Commission in late 1996 and early 1997 after a thorough review and with revisions of the Planning staff's draft efforts. The short and intermediate term objectives listed below are new objectives proposed to be added to the plan.

GOALS - General

- * To insure an equitable distribution of recreational opportunities among all of Beaumont's neighborhoods.
- * To provide a full range of park facilities, including neighborhood, community, urban, regional, and special parks.
- * To provide every neighborhood with a neighborhood park and every cluster of neighborhoods, commonly known as a community, with a community park.
- * To improve Beaumont's aesthetic appearance and thereby enhance the quality of life of its citizens by encouraging the development of green belts, the development and use of "environmentally sensitive" park planning principles, and adequately supporting park beautification and maintenance efforts.
- * To preserve environmentally and aesthetically significant natural resource areas, with special emphasis given to water bodies, wetlands, and flood plains.
- * To create jogging trails, hiking paths, nature trails, and bike paths in a manner that supports development of a linear park system linking centers of urban and recreational activities with residential areas.
- * Provide the public with more water-oriented recreational opportunities, particularly along the Neches River and Hillebrandt Bayou.
- * Insure the provision of a system of balanced recreational facilities and services that also meets the special needs of the City's elderly, physically challenged, and economically dis-advantaged population.
- * Develop and implement a planned and scheduled maintenance system for the parks, recreational, and open space system.
- * Utilize existing park land resources at maximum efficiency.
- * Cooperate with other governmental units/agencies and private entities such as BISD or other school districts, the YMCA, YWCA, Lamar University, state and federal agencies, and other recreational providers in increasing available open space areas and recreational opportunities for the general public.
- * Identify and aggressively pursue additional sources of park and recreational program funding.

OBJECTIVES - General

- * To acquire land for new park sites in advance of the development of future residential areas.
- * Wherever possible, acquire land to upgrade existing parks which do not meet acreage standards.
- * Identify and utilize potential open space corridors along area waterways, drainage ditches, and irrigation canals as linear parks and conservation areas.
- * Capitalize upon the urban design and beautification value of natural areas within the city.
- * Continue development of Riverfront Park and explore possibilities of other recreational usage and conservation efforts along the Neches River and Hillebrandt Bayou corridors.
- * Use maintenance personnel and equipment as efficiently as possible.
- * Develop and implement a city-wide tree planting and maintenance program for public properties as a long term effort for creating and maintaining an urban forest for improving the environmental and aesthetic quality of life of the community.

OBJECTIVES - Intermediate-Term (6 to 10 years)

- * Acquire sites and/or develop master site plans at a minimum rate of one per year.
- * Open two new neighborhood parks.
- * Develop at least one new community park.
- * Complete at least one element of any unfinished phase of an existing park per year.
- * Do at least one complete or partial park renovation / rehabilitation project per year.
- * Dismantle and re-locate at least one existing park site having either a service area or a locational deficiency or both.
- * Jointly develop or initiate joint operations for two parks with BISD or other such agency.

OBJECTIVES - Specific Short-Term Priorities (1 to 5 years)

- * Develop at least one "new" community park.
- * Jointly develop or initiate joint operations of one park with BISD or other such agency.
- * Re-locate at least one park having service area or locational deficiencies.
- * Continue development of at least one project that involves an unfinished phase of an existing park.
- * Do at least one renovation / rehabilitation project.
- * Create one or, if funds become available, possibly two "new" neighborhood parks.

POLICY STATEMENTS

Implementation of this Plan will be based on the following policies:

- * Parks should be located and developed in accordance with the functional classification and standards system established in this Plan.
- * Specific park improvements shall be based on an approved overall master development / re-development plan created specifically for each park.
- * The City will emphasize neighborhood parks as the central element of the City's park system and will use its Neighborhood Planning Process to ensure that local neighborhood organizations, residents, and users of neighborhood parks shall be involved in all decisions regarding neighborhood park development / redevelopment efforts.
- * Special facilities for the physically impaired shall be provided through out the park system.
- * Public involvement of residents, business interests, neighborhood organizations, and park users are considered a principle element in the City's ongoing parks, recreation, and open space planning and development process.
- * Where appropriate, parks and open space areas shall be planned for possible use as a buffer between conflicting or incompatible land uses. Landscaped buffers shall, where feasible, be provided between residential and commercial or industrial uses and between single-family and multi-family residential developments.

POLICY STATEMENTS (Continued)

- * Cooperation and joint utilization between school and special purpose district facilities and City facilities shall be encouraged in the planning and provision of parks and recreational facilities and open space areas.
- * Whenever possible, parks shall be tied together and linked through a series of open space, multi-purpose green belt corridors.
- * Recreational and pedestrian / bicycle paths shall, where appropriate, be designed and developed in conjunction with drainage corridors and other water bodies in order to create a linear parks network.
- * In appropriate situations, cluster and planned unit developments shall be encouraged in order to provide or preserve natural areas and open spaces.
- * The private donation of land to the City for parks, recreational, and open space usage is encouraged; however such land will not be accepted for dedication unless the site and its location is useable and in accordance with the provisions of the Comprehensive Plan.
- * The Pine Island Bayou flood plain area should remain "primarily" as undeveloped open space, however, some limited recreational functions may be approved where deemed uniquely appropriate.
- * "Recycling" of abandoned school sites and other public sites or facilities for recreational purposes will be encouraged.
- * State and federal funding assistance, private sector grants, and material and labor donations shall be pursued in order to increase the City's capabilities to acquire, develop, and maintain the parks system.
- * Although the city is committed to providing quality and up to date recreational facilities and equipment to all areas of the City, the provision of park and recreational services to those who have none generally takes priority over the replacement of already existing facilities.

DEFICIENCIES IN PARK FACILITIES AND OPEN SPACE AREAS

Deficiencies evident in the existing parks system were determined based on the initial inventory and analysis of the parks system conducted in the preliminary phase of the planning process. The existing conditions of the park system were then compared to standards (See Appendix C) to identify service area, locational, site size, and facility deficiencies. Table 1 on page 10 identifies these deficiencies for all parks in the Beaumont parks system.

Service Area Problems

When talking about the service area of a park, reference is being made to the specific area being served within a given distance of that park. For example, a neighborhood park is generally stated to specially serve those citizens living within a half mile radius of the park; thus the park has a service area of a half mile radius of its site. Beaumont's park service area standards, by applicable park classification, are provided on the fold-out map accompanying this document and in Appendix C. A "service area deficiency" occurs when an area is not served by any park or when a barrier prohibits or severely restricts citizen's access to a park. Another type of service area problem occurs when parks are too close to one another and therefore have overlapping service areas. This overlapping of service areas results in a redundancy in the provision of services in the overlapped areas. Such inefficient use of resources needs to be corrected as soon and as best is possible. See Figures A-1 and A-2 in Appendix A.

Service area problems can be corrected by the following types of action:

- * by the provision of new parks;
- * by the re-location of an existing park;
- * by correcting access problems which limit citizens use of a park; or
- * by the re-classification of a park to place it in another service area classification.

Actions taken to correct the problem of service area overlapping may, in many cases, also correct for the lack of facilities in an area. By moving a park whose service area overlaps the service area of another park, the re-location can result in the extension of park and recreational opportunities to areas not previously served.

Briefly, the City's current situation regarding service area problems may be summarized as follows:

On the western side of the City the problem is a lack of neighborhood and community parks while on the eastern side of the City the problem is both the lack of parks in some areas and a significant degree of service area overlapping in others. For the short-term, development of new parks should be emphasized on the west side of the city while the re-location and rehabilitation of existing parks should be the emphasis in the eastern portions of the City (See Figures A-1 and A-2 in Appendix A).

Locational Problems

A park may have one or more of a wide range of locational problems which may limit the quality, safety, and enjoyment of the park. These locational problems include limited accessibility, poor environmental factors such as excessive noise, pollution, or poor natural resources, and poor safety factors such as nearness to traffic, power lines, and other hazards. Such problems are difficult to correct once a park has been developed; furthermore, the scarcity of land for park development often creates a necessity to choose between a park with locational problems or no park at all. Short of re-locating parks, various planning actions and site design improvements can be implemented to overcome some of the ill effects of locational problems; for example, fencing or screening can be utilized to reduce safety, noise, and aesthetic problems. The removal of overhead power lines is another example.

According to established City standards, neighborhood parks should be located near the center of a neighborhood, preferably on a local street or, if necessary, on a collector street and ideally next to an elementary school. Unfortunately, several existing Beaumont neighborhood parks are located on the periphery of their neighborhood; a location which does not allow them to serve their neighborhoods as effectively as desired.

Site Size and Configuration Deficiencies

Park sites need to conform to site size standards as closely as possible in order to effectively serve the population within the service area, to meet park open space standards, and also to allow for any possible future expansion of facilities within the park. For Beaumont, one of the most common park site deficiencies, particularly for neighborhood parks, is that of substandard acreage. This is due, in large part, to the fact that most of the older, inner city parks were acquired and developed before the current standards were adopted. To correct a park acreage deficiency, the following five possible courses of action might be taken.

- 1) Acquisition of additional adjacent land to increase total park acreage.
- 2) Acquisition of a standard size replacement site within the service area of the substandard park.
- 3) Make design and facility improvements to maximize the recreational utility of the substandard site.
- 4) Provision of additional special parks within the substandard parks' service area.
- 5) Utilization of alternate sites for recreation, such as school grounds.

Ideally, the first two actions would be the preferred method of correcting site size deficiencies; however, due to the realities of financing and land availability, the last three approaches are apt to be more workable, especially in fully developed areas where vacant land is prohibitively expensive or simply non-existent.

Deficiencies in Facilities and Recreational Opportunities

Overall, the Beaumont parks system provides for a wide variety of facilities for organized sports and active types of recreation. However, the system has less opportunities for the more passive types of recreational activities which individuals can do by themselves. Also, some of the newer recreational activities which are gaining popularity are not provided for. Specific areas of deficiency include the following:

Skateboard /Roller Blade Facility: Participants in these increasingly popular recreational activities occasionally use streets, sidewalks, and parking facilities, which can be potentially dangerous due to poor condition or because other activities, such as traffic, are occurring on such facilities. Conflicts between rollerbladers, skateboarders, and other citizens and damage to property can also result. This activity should only be performed in a safe, specially designed skating facility, which until recently, was not provided to skaters in Beaumont. In 2002, the Beaumont Police Activities League (PAL) successfully opened a skating facility near Central Park. There are also plans to build a skating facility in Jefferson County at the Southeast Texas Entertainment Complex, which would draw skaters from throughout the region. However, additional skating facilities within Beaumont, perhaps in conjunction with PAL, could be developed in locations that are more accessible to neighborhood residents and pedestrians than the complex in Jefferson County.

Playgrounds: Some parks have playground equipment which are not up to the present safety standards of the recreation industry or are antiquated and have served far past their useful lives. An example would be playground equipment in need of substantial upgrading in order to remove the unacceptable safety conditions associated with the materials used or design of the facility. Such facilities should be replaced as soon as possible. There are also many playgrounds which are far too spread out to manage or maintain effectively, while others are poorly located on the park site. This can make accessibility difficult and can also preclude effective parental and public observation or supervision. Playgrounds should be reconfigured with equipment in play scape arrangements that groups the equipment in a more unified manner.

Recreational Fishing: Although there are numerous bodies of water in the vicinity of Beaumont, there are no established recreational land based fishing facilities or programs offered by the City. Many area water bodies and water ways are ideally suited for the development of recreational fishing, including Hillebrandt Bayou and the LNVA canals. (See picture next page.)

Aquatics Center: The city, and region lacks a quality, state-of-the-art aquatics center. Such a center needs to consist of a diving well, a wading pool, a main pool marked with swimming lanes, and the necessary support facilities, such as dressing rooms and offices. The facility should be designed to draw from and benefit the whole metro region.

Swimming Pools: A third city swimming pool has been considered for many years but never built. The southwest part of the city has usually been and still is considered as a potential site, however a west side site might also be considered.

Deficiencies in the Open Space Network

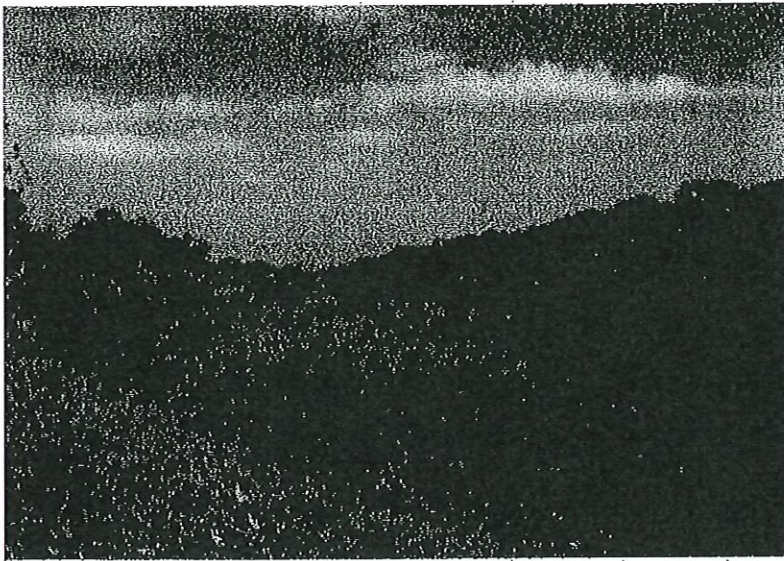
Based on a park's classification, this Plan establishes minimum "desirable" percentages of a park's total land area that should be set aside for undeveloped natural or developed and landscaped open space areas. The percentage of total park acreage so reserved may however depend upon the uniqueness of a park's location or resources. Desired percentages of open space by type of park are provided in the legend of the fold-out map and in Table C-1 of Appendix C.

Generally, open space is thought of as undeveloped or vacant land, i.e., land not used for urban purposes such as buildings or structures. In the context of this Plan, open space is that and more. Actually, the term open space should be considered as including any land, water, and air space that is perceived as a void or seam between and which acts to completely or partially physically separate urban uses or human activities.

Open space areas can be of varying configurations and sizes. They can be single parcels or a linear configuration of parcels; connected or not connected. A long narrow parcel or a string of parcels is often referred to as an open space corridor. Such corridors can serve multiple functions including visual and sound buffering between incompatible land uses, providing reduced flood hazards by maintaining the undeveloped and unobstructed character of natural drainage ways, and providing recreational

opportunities that are adaptable to or require a linear site configuration. It is important to note that recreation is often a secondary consideration to the environmental conservation and buffering functions of open space corridors. Because of their configuration, recreation facilities in these corridors are commonly nature or pedestrian trails and bicycle paths. When possible, corridors with bike and pedestrian trails should be used to link parks to other parks, schools, or residential areas thus forming a linear park system or open space network.

There are resources in Beaumont which could be utilized for the development of a linear park system which would provide increased open space and recreational opportunities within the city. The banks of natural streams or man-made canals are excellent locations for open space corridors. Utility rights of way, wooded areas, and drainage ways may also provide greenbelt corridor sites for linking the open space areas into a continuous network. However, usage of pipeline and power line rights of way should be carefully evaluated for safety considerations. City parks and private recreational open space areas such as golf courses and driving ranges form a major component of the network. Other open space is added in the form of the grounds of institutions such as universities, public schools and hospitals, and open space associated with high rise structures, office parks and industrial parks. Private open space areas required in cluster housing projects and planned unit developments should be worked into the open space network. Rear yards of residential lots backing on arterial streets can also contribute to the net effect as evidenced by the green belt effect that has occurred along portions of Phelan Boulevard in west Beaumont. Open space areas such as the one below can provide recreational opportunities such as land or pier based fishing.



Hillebrandt Bayou near the entrance to Tyrrell Park.

L.N.V.A. canal rights-of-way, shown here at Piney Point Lane and Helbig Road, are an example of the resources in Beaumont which might be utilized for the development of a linear park system.



Table 1: Deficiencies in the Existing Parks System

<i>Park Name (Classification)</i>	<i>Service Area Problem *</i>	<i>Locational Problem **</i>	<i>Site Size Deficiency ***</i>	<i>Facility Deficiency ****</i>	<i>Remarks</i>
Alice Keith (C)	-	-	Yes	Yes	
Athletic Complex (U)	-	-	-	-	
Babe Zaharias (U)	-	-	-	Yes	
Caldwood (N)	Yes	Yes	Yes	-	
Carroll Street (N)	na	na	na	na	Under construction
Central (U)	Yes	Yes	Yes	-	
Chaison (N)	Yes	Yes	Yes	-	
Collier's Ferry (S)	-	-	-	-	
Combest (N)	Yes	Yes	Yes	-	
Cottonwood (N)	Yes	-	Yes	Yes	Under rehab.
Fletcher (N)	-	Yes	Yes	-	Relocate or expand
Forest (N)	Yes	Yes	Yes	Yes	
Gilbert (N)	-	Yes	-	-	
Guseman (N)	-	Yes	Yes	-	
Halbounty (N)	-	-	-	-	
Ida Reed (N)	Yes	Yes	Yes	-	
Jacobs Street (N)	-	Yes	Yes	-	
Klein (C)	-	-	-	-	
Lefler (C)	-	-	-	-	
Liberia (N)	-	-	Yes	Yes	
Magnolia (C)	-	-	Yes	Yes	Under rehab.
McLean (N)	-	-	Yes	Yes	Under rehab.
Perlstein (N)	-	-	-	-	Phase 2 under development
Pine Street (N)	-	Yes	-	Yes	
Pipkin (N)	Yes	Yes	-	Yes	Partial relocation
Riverfront (S)	-	-	-	-	Needs expansion
Robert's (N)	-	-	Yes	Yes	Under rehab.
Rogers (C)	-	-	-	-	
Sprott (C)	-	-	Yes	-	
Tyrrell (R)	-	-	-	-	
Weiss (S)	-	-	-	-	
Wuthering Heights (S)	-	-	-	-	

* Not served by any park or a barrier prohibits or restricts access to park.

** Accessibility limited, or poor environmental factors such as excessive noise, air/water pollution, or safety hazards, which in certain circumstances could include security issues.

*** Below acreage standards or site configuration restricts use of park.

**** Includes both facilities and recreational equipment.

PROPOSALS AND RECOMMENDATIONS

Current Rehabilitation Needs

Rehabilitation of existing parks and recreational facilities and the adaptive re-use of commercial and industrial structures and sites or any other facilities for recreational uses are important because they can significantly contribute to the City's urban and intercity neighborhood rehabilitation effects. City funds spent in a coordinated manner for housing and recreational rehabilitation can have a greater beneficial impact on a neighborhood than if these activities were carried out separately and without any consideration of the positive and negative impacts such activities might have on the other. Also rehabilitation, by its very nature of involving older facilities, generally affects lower income populations; populations which also are often composed of minority and elderly persons. Therefore, rehabilitation of neighborhoods usually involves improved recreational services / facilities for those populations least likely to be able to afford or have access to such services / facilities.

The advisability of remodeling, rehabilitating, or developing new facilities varies with geographic location, age and size of the existing facility, and its extent of deterioration. Development of new parks in older fully developed neighborhoods is generally not feasible due to the lack of appropriate vacant sites. Exceptions are the "adaptive reuse" potential of unused public and commercial or industrial facilities.

Potential Parks and Open Space Rehabilitation Projects

Rehabilitation of an existing park may encompass the replacement of obsolete or severely deteriorated equipment, structural rehabilitation of activity buildings and shelters, upgrading of dirt and hard-surface play areas, repair of damaged sidewalks and pool aprons, replacement of deteriorated, substandard swimming and wading pools, and landscaping of park and building grounds. The following parks and open space areas are potential locations for intermediate term rehabilitation projects.

Alice Keith Park: Rehabilitation of the park grounds and some facilities are needed at this site.

McLean Park: This park might be re-designed as a more passive recreational facility in order to reflect past expressed desires of the neighborhood. The current recreational equipment could be moved to another site in the area.

Riverfront Park I, II: A variety of rehabilitation efforts are needed at Riverfront Park.

Tyrrell Park: The golf course club house needs renovating and up-dating.

Potential "Adaptive Re-Use" Projects.

The following parks and open space areas are potential locations for intermediate term adaptive re-use projects.

Edwards Elementary School Site: This potential neighborhood park site, located to the west of Detroit street between Fillmore and Wilson streets, has been reduced from approximately 10 acres to 2.57 acres in size to permit construction of a subdivision of City built homes. Access to and public visibility of the site was excellent but this is not the case now. Although the site has been on the parks plan for many years as a neighborhood park site, it can now only be considered as a potential site for a mini-park or a neighborhood park with significant restrictions on the types of facilities that can be provided.

Tyrrell Park School Site: This vacant building and its adjacent large acreage playground is accessible from two streets and is located in a neighborhood composed of large lot residential uses. As this residential area develops over time, the need for a neighborhood park will increase. The nearby Tyrrell Park is a regional park and therefore does not serve the area very well as a neighborhood facility. Although not ideally located within the neighborhood, this site may be useful for a neighborhood park or as a swap for land in a more appropriate location.

New Park and Park Expansion Needs

That area of the city which is generally north of Delaware Street and east of Eastex Freeway is deficient in parks and recreational facilities and in open space areas. Currently, there is a minimum need of one neighborhood park for the area, however, two would be better. A new park will be needed to replace a previously leased but now closed site known as Haynes Park. The following areas are potential locations for intermediate term new or expansion projects.

Bigner Road: A location along or in the vicinity of Bigner Road north of East Lucas and south of Bennett Road would provide a good replacement site for Haynes Neighborhood Park.

Site Near Magnolia Gardens Housing Project: There are several potential park sites near Gill Street and Magnolia Gardens Housing Project which might be used for the development of a new neighborhood park. A site with frontage on Magnolia would be desirable because of the greater public visibility and improved accessibility that could be provided by such a site.

Barrett / Savery Road Area
Piney Point Lane / Sherwood Street Area
Plant Rd. Area East of Helbig

For the central city area, i.e., within IH-10 and Cardinal Drive (Loop 251) there is a significant need for re-locating existing parks but a lesser need for developing new parks. The following areas are potential locations for intermediate term new or expansion projects.

Bingman School: Approximately one-half of this school site, located on the corner of Florida and S. Kenneth, is underutilized and could be jointly used by the City and B.I.S.D. for recreational purposes. Although the site is somewhat small, this proposal solves the problem of having to acquire expensive developed land.

Dick Dowling Area: This area, which has lost a significant portion of its population and residential structures, is a potential residential re-development area that, if developed, would contribute significantly to the economic redevelopment of downtown Beaumont. Development of a park as the centerpiece of that re-development effort should be considered. The park should be designed to serve the specific needs of re-development efforts and also as a replacement for Weiss Park, which no longer functions as a neighborhood park.

Dolores Street Site: Using the undeveloped right-of-way of Dolores Street between Fannett Road and Washington Boulevard plus the acquisition of some scattered lots adjacent to that R/W would permit the City to provide a linear park serving the area west of Fourth Street between Cardinal Drive and Washington Street. This would permit bike and pedestrian access to the Price Elementary school and between the two large apartment complexes of Washington Homes and Virginia Manor.

Fourth Street Acres Site: The area between Washington and Blanchette west of Fourth Street needs a neighborhood park to serve its current needs. Ideally, the site would be as centrally located as possible.

Riverfront Park III: Continued expansion and development of the downtown river front is desirable. The City should continue the northward expansion of Riverfront Park and provide for the development of additional access points to the park and signs identifying it.

Sprott Park: Additional land near and adjacent to this park might be acquired and additional facilities built to permit this site to better meet community park standards.

St. Anthony's Church Area: St. Anthony's Church is an important element of Beaumont's past and future and should be given a more prominent visual presence in the future of downtown Beaumont. Vacant and dilapidated properties in the vicinity of the church could be used to create an open space or special use park with the church as the focal point of the park as seen from nearby streets. This proposal could provide downtown with a significant new "People Place" that would not only improve the looks of downtown, but contribute to the economic re-development of the area.

For the western side of Beaumont, i.e., west of Eastex Freeway and IH-10, the City's parks and recreational facilities are fairly new with little or no rehabilitation work needed. What is needed are more parks and recreational facilities, particularly in the form of neighborhood facilities. The following areas are potential locations for intermediate term new or expansion projects.

Dishman / Delaware Connector Road Area (Neighborhood Park)
Folsom Between Major and Dowlen Roads (Community Park)
Northwest Beaumont (Voth) Area (Community Park)
Boreley Heights (Old Voth Rd. / Hurly Rd.) Area (Neighborhood Park)
Parkdale Mall-Dowlen Rd. / Hwy. 105 Area (Neighborhood Park)
The Meadows Retention Basin (Community Park)
Tram Rd./ West of City Limits (Community Park)
23rd and Cartwright St. Area (Neighborhood Park)
Wooten Rd. / Shady Ln. Area (Neighborhood Park)
Walden Rd. / Major Dr. Area / Dishman Elementary Area (Community Park)

Re-location / Re-classification Needs

Charlton-Pollard Area: That portion of Pipkin Park located west of Pennsylvania Avenue is poorly used and should be re-located to a more accessible site within the neighborhood. Preferably, the site should be located west of Park Street and south of Langham Street.

Fletcher Park: Fletcher Park either needs to be moved to a new location adjacent to or as a part of Fletcher Elementary School or the present site expanded or closed. If moved near Fletcher School, the project should be developed as a neighborhood park and as a joint venture between BISD and the City as BISD expands and remodels the school.

Old Town Area: Because Ida Reed Park does not serve the neighborhood very well in its current location, it could be re-located to a site more accessible to the residents of the area. With the site bordering IH-10, it could be sold for commercial / office use and the proceeds used to relocate the park at another location. If McLean Park is redesigned and redeveloped to emphasize passive recreational activities as indicated in a past neighborhood survey, a new neighborhood or community park providing the more active recreational activities might be developed near Smart Street, possibly in conjunction with the existing recreational facilities of Central High School. Consideration of this option should only occur in conjunction with the development and adoption of a neighborhood plan for the area.

Weiss Park: This park is no longer needed as a neighborhood park because the residential population has moved from the area. Because the park is in such a prominent location, consideration should be given to the possibility of re-designing and re-developing the park, possibly reflecting a commemorative theme based on the monument located at the center of the site or some other historical aspect of Beaumont's past.

South Park Area: Chaison Park is poorly located and occupies too small a site to provide the recreational needs expected from a neighborhood park. It is suggested that either this park be entirely re-located to new, larger, more appropriate site in the vicinity, or some of the park equipment be removed and relocated to a new site within the vicinity.

Open Space Needs

This Plan encourages the development of a linear parks system to provide for increased open space within the City. Not only would a city wide linear park system make a significant amount of park and recreation space accessible, it could also improve pedestrian access to the central business district, schools, commercial areas, and places of employment. Such a system could provide benefits far beyond recreation. It could serve as a catalyst for neighborhood revitalization and sustainable growth. The following is a discussion of areas in Beaumont which could possibly further contribute to the formation of a linear park system.

Significant Natural Resource Areas: Significant natural resource areas, as defined in the context of this Plan are areas which preserve wildlife and plant habitats, wetlands, natural wooded areas, watercourses or other bodies of water, drainage ways and watersheds, and water recharge areas. The flood plains of the Neches River and Pine Island and Hillebrandt Bayous should be recognized as significant natural resources which could provide the basis for an extended parks and open space system. Protection of these areas from further encroachment would not only provide valuable land for addition to the parks system, but also may reduce the need for future flood-control or drainage improvements.

Hillebrandt Bayou is a large watercourse located in the southern portion of Beaumont's ETJ which provides habitat for significant amounts of wildlife as well as attractive vistas of the area. The recreational potential of this watercourse has yet to be exploited. Crossings of Hillebrandt Bayou at Humble Road and Hillebrandt Road are already beginning to experience a minimal amount of recreational use such as boating and fishing activities without the existence of developed piers, boat ramps, picnic areas, or parking spaces. These two areas could become a major provider of water-oriented recreational activities in the region. The numerous acres of wetlands associated with Hillebrandt Bayou may warrant a conservation easement in the future in order to protect those natural resources and wildlife.

Drainage ways and Irrigation Canals: Beaumont is criss-crossed with major drainage ways and irrigation canals. These open space corridors provide opportunities for linear park or "greenbelt" development, which can include hike and bike paths, jogging paths, landscaped passive recreation areas, or can serve simply as visually interesting buffers between land uses. Full exploitation of these existing open-space corridors will require cooperation between the City, Drainage District No. 6 and the Lower Neches Valley River Authority. Any use of these corridors should be designed in such a way to minimize safety hazards to potential users and should not interfere with the primary functions of the drainage and irrigation facilities. Furthermore, the general lack of parks in the west side of town further emphasizes the importance of keeping canals and drainage ditches in mind when choosing the location of new parks. These canals could possibly accommodate water-oriented recreational activities such as un-motorized boating, rowing, or canoeing.

Transportation and Utility R.O.W.'s and Easements: Transportation and utility rights-of-way and easements can serve as pedestrian and bikeway corridors between residential areas and commercial areas, park and recreational facilities, and natural resource areas. They also provide valuable green or open space areas for people living and working in urbanized areas since road rights-of-way often contain landscaped green spaces, especially along thoroughfares like Phelan Boulevard. Larger open spaces exist among the IH - 10 and Eastex Freeway rights-of-way. M.L.K. Parkway has also provided a great deal of new landscaped open space for the older intercity area of Beaumont.

Beaumont also has a significant amount of railroad rights-of-way which cover every area of town and have a great potential for connecting residential, commercial, recreational and open space areas. Perhaps abandoned railroad rights-of-way could be utilized as connector trails in the east side of the city where canals and drainage ditches are scarce. Close cooperation with the railroad companies would be required to accomplish this.

Retention Ponds: Located west of Dowlen Road and surrounding Folsom Road is a new water retention facility, which provides a significant amount of permanent open green space. This area could however be adapted to a recreational use and is a prime location for a future community park. Another benefit to this site are the many drainage ways in the immediate vicinity which could accommodate connector trails. Another retention facility which was completed several years ago is the Meadows facility south of Dishman Road. This facility has been developed with soccer fields but still has sufficient land to provide for a neighborhood or community park.

Table 2: Method of Needs Assessment Used for the Identification of Potential Projects

Short and Intermediate Term Potential Projects	Standard Based	Resource Based	Demand Based
Alice Keith Renovations	x		x
Athletic Complex Improvements		x	x
Bigner Road Park	x		
Bingman School Site	x	x	
Boreley Heights Area Park	x		
Carroll Street Park Relocation	x		x
Collier's Ferry Park Continued Dev.		x	
Dolores Street Park	x	x	x
Edwards School Site Park	x	x	
Fletcher Park Relocation	x	x	x
Fourth Street Acres Site	x		
Gill St./Magnolia Gardens Area Park	x		
Ida Reed Park Relocation	x		
Lefler Park Expansion		x	
McLean Park Redevelopment			x
Pipkin Park Relocation	x		
Riverfront Park Expansion & Renovation	x	x	
Sprott Park Expansion	x	x	
Tyrrell Park Renovations		x	
Walden Rd./Major Dr. Community Park	x	x	
Weiss Park Redevelopment		x	
Wooten Rd./Shady Ln. Area Park	x		

IMPLEMENTATION PLAN

This plan contains a Five-Year "Action Plan" composed of "prioritized objectives" which are intended to provide guidance in preparation of the City's Five-Year Capital Improvements Plan (CIP). Those prioritized objectives may, however, change over time because of funds availability, work scheduling or coordination problems, development delays and other unforeseen difficulties. The City's "Capital Improvements Program" implements those specific short-term "projects" which the City has determined, through the public hearing process, that it has the resources and public support to implement during the five years covered by the CIP. The list of specific, non-prioritized projects identified below as "potential short and intermediate term projects" are generally intended to be the source of projects to be included in future annual updates to the CIP. Any specific listed project can be used to implement a specifically listed and prioritized objective of the Five-Year Plan.

CURRENT 2003 -2008 CIP PARKS SYSTEM PROJECTS - City of Beaumont

<u>2003 Projects -Design / Construction Phase</u>	<u>Estimated Cost</u>
Athletic Complex Tennis Courts	\$ 325,000
Charlton Pollard Neighborhood Park ***	\$ 1,103,900
Cottonwood and Magnolia Park Improvements	\$ 325,000
Fletcher Mini-Park Improvements	\$ 50,000
McLean and Roberts Park Improvements	\$ 250,000
Neches River Hike and Bike Trail	\$ 1,000,000 ⁴
Pony League Baseball Field	\$ 50,000
Sprott, Rogers and Central Park Spray Devices	\$ 175,000

POTENTIAL SHORT-TERM (1-5 years) AND INTERMEDIATE-TERM (4 -10 years) PROJECTS (Non-Prioritized)

<u>Estimated Cost</u>	<u>Estimated Cost</u>
Alice Keith Park Walking Path **** 150,000	Lefler Park **** 150,000
Alice Keith Park Restroom Rehab. 125,000	McLean Park (Re-development) N/A
Bigner Road Park * N/A	Perlstein Park (Phase 2) **** 150,000
Bingman School Site*** N/A	Pipkin Park (Relocation) N/A
Boreley Heights Area Park * N/A	Playground Renovations (Phase 2) ⁵ 150,000
Central Park Tennis Courts **** 62,000	Riverfront Park Phase 3 ⁶ 720,000
Collier's Ferry Park Bank Stabilization**** 1,690,000	Riverfront Park (Bank Stabilization)**** 1,135,000
Collier's Ferry Park Expansion **** 250,000	Sprott Park Expansion * N/A
Dolores Street Park ** N/A	Tyrrell Park Clubhouse **** 475,000
Edwards School Site Park *** N/A	Tyrrell Park Horse Stables Rehab. N/A
Fletcher Park (Relocation)** N/A	Walden Road Community Park ** N/A
Fourth Street Acres Site* N/A	Weiss Park (Re-development) N/A
Gill St./Magnolia Gardens Area Park * N/A	Wooten Rd./ Shady Ln. Area Park * N/A
Ida Reed Park (Relocation) N/A	

Note: Projects shown with an estimated cost are considered as having reached the project planning phase.

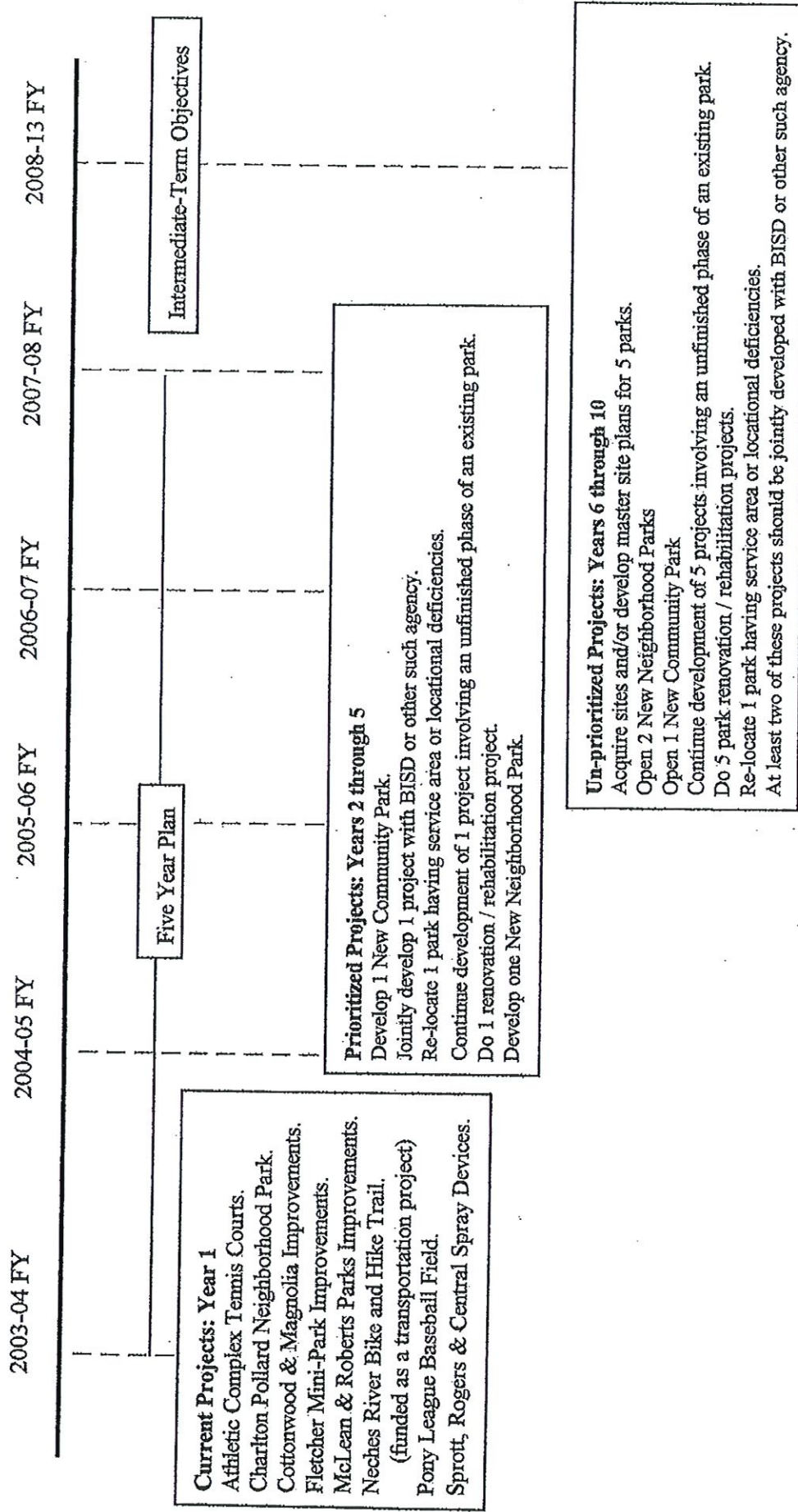
* Acquisition ** Acquisition and Development *** Development **** Continued Development or Rehabilitation

⁴ Funded as a transportation project. Total project cost estimated at \$3,400,000.

⁵ Includes playground renovations to Alice Keith Park and Chaison Park.

⁶ Purchase of the Port Interchange Yard.

Figure 1: Timeline of Beaumont Parks and Open Space Short and Intermediate Term Objectives



FOR OTHER PROJECTS BEYOND THE TEN YEAR
TIME FRAME, SEE THE FOLD-OUT MAP

Appendix A

INVENTORY

Table A-1
PARK FACILITIES INVENTORY

Name	Date	Type	Acres	Picnic Areas	Equip-ment	Soft-ball	Tennis	Basket-ball	Swimming Pool	Water Activity	Community Center	Rest-Room	Creative Playground	Trail System
Alice Keith	1931	C	14.14	X	X	1	2	2	1	1 wading	1	2	X	
Athletic Complex	1976	U	124.00	X	X	12	8	2				10	X	1.25m
Babe Zaharias	1951	U	26.97		X							2	X	1.40m
Caldwood	1900	N	2.5	X	X		1	1					X	
Carroll Street *	1998	N	3.54											
Central	1920	U	9.83	X	X		4	2			1	4	X	.33m
Chalson	1943	N	2.1	X	X	1		2					X	
Collier's Ferry	1992	S	1232	X	X							2	X	1.8m
Combest	1950	N	2.80	X	X	1							X	
Cottowood	1951	N	2.58	X	X	1		2					X	
Delia Harrington	1986	S	2.0		X									
Fletcher	1980	N	.20	X	X								X	
Forest	1958	N	2.5	X	X								X	
Gilbert	1927	N	2.07	X	X		1	2					X	
Guseman	1977	N	2.70	X	X	1							X	
Halbouty	1992	N	6.04	X	X	1		2		1spray			X	.41m
Ida Reed	1921	N	2.25	X	X	1	1	2					X	
Jacob's Street	1974	N	.50	X	X			2					X	
Klein	1981	C	28.75	X	X	1	2					2	X	1.6m
Laffer	1990	C	45.36	X	X	1				1spray			X	2.0m
Liberia	1927	N	4.25	X	X					1spray			X	
Magnolia	1913	C	16.85	X	X		2	2	1	1 wading	Rec Center	2	X	
McLean	1943	N	2.75	X	X	1		1					X	
Perlstein *	1997	N	9.32	X	X					1spray			X	
Pine Street	1949	N	8.64	X	X	1	1	2		1spray			X	
Pipkin	1919	N	4.91	X	X								X	
Riverfront	1978	S	4.15	X	X							2	X	
Roberts	1915	N	2.07	X	X		1	2					X	
Rogers	1964	C	15.49	X	X	1	4	2			1	2	X	
Sprott	1970	C	10.00	X	X	1	2	2			1	2	X	.60m
Tyrell	1926	R	516.00	X	X	1		2				4	X	2.80m
Weiss	1916	S	2.76	X	X								X	
Wuthering	1990	S	19.95										X	1.01m
Totals			2130	29	31	26	29	32	2	7	6	34	30	13.2m

DEFINITIONS: (X) = Facilities present C = Community Park N = Neighborhood Park R = Regional Park S = Special Park U = Urban Park * Under development

Figure A-1 : NEIGHBORHOOD PARKS ½ MILE SERVICE AREA COVERAGE

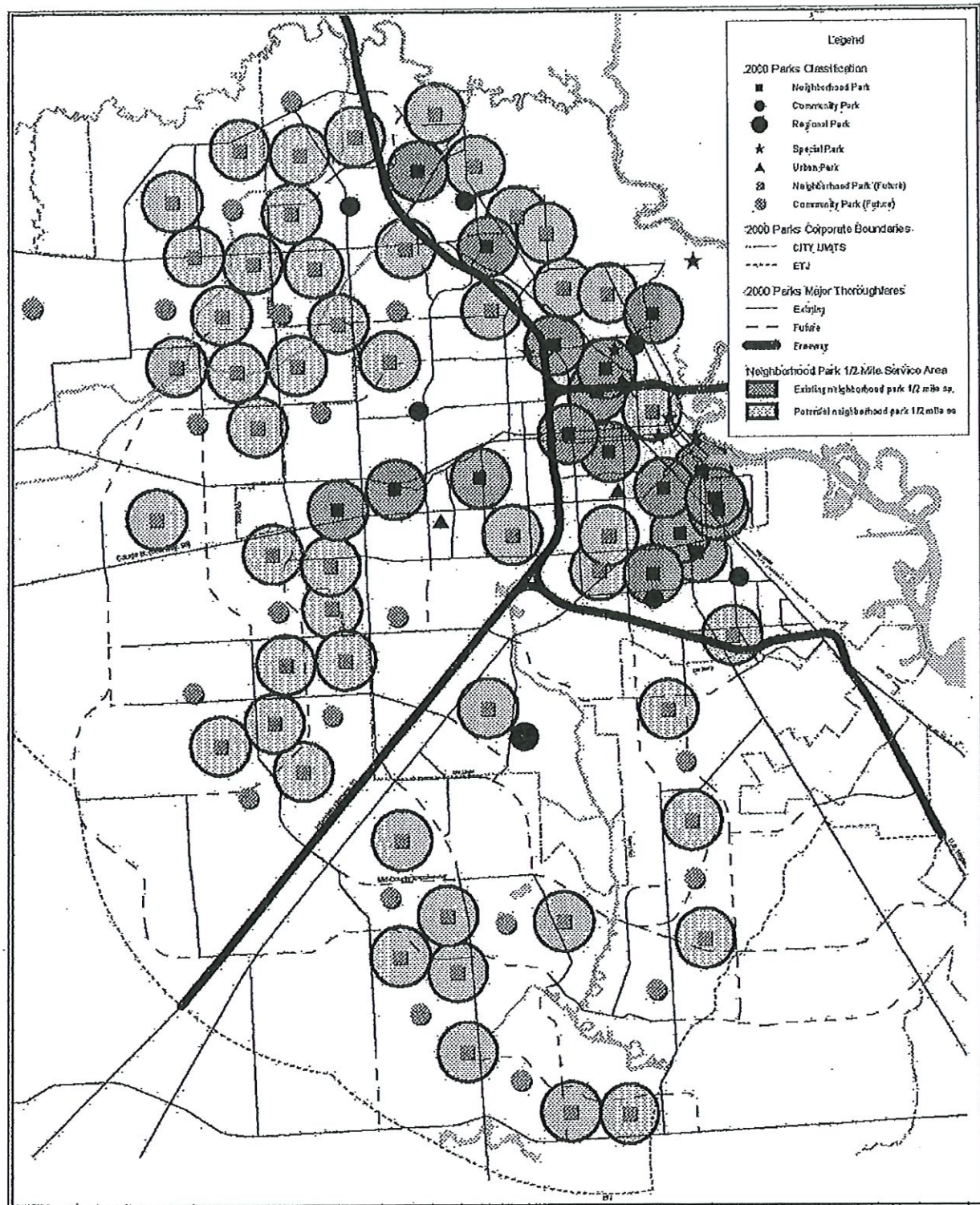
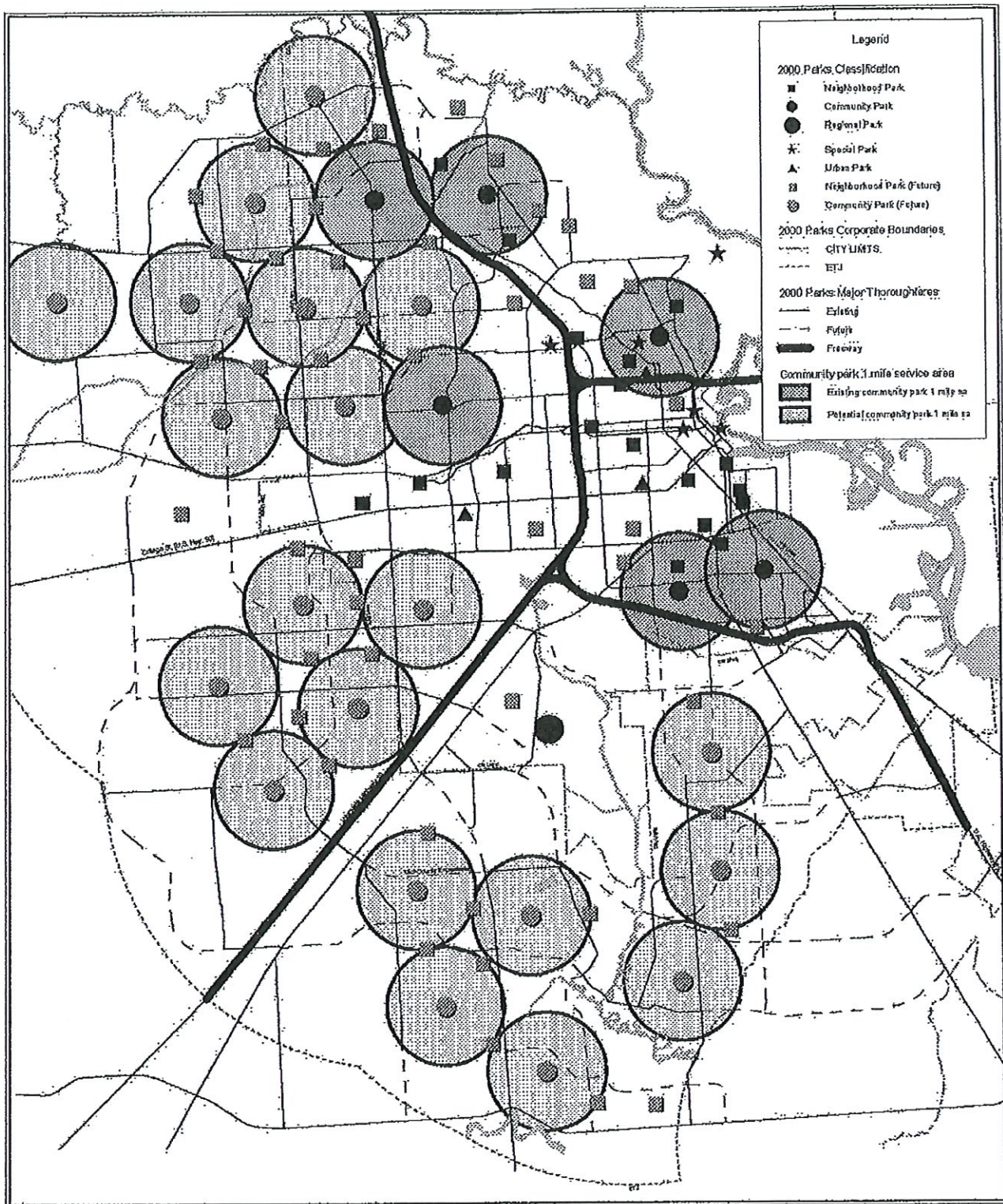


Figure A-2 : COMMUNITY PARKS 1 MILE SERVICE AREA COVERAGE



Appendix B

DEMOGRAPHICS

Figure B - 1

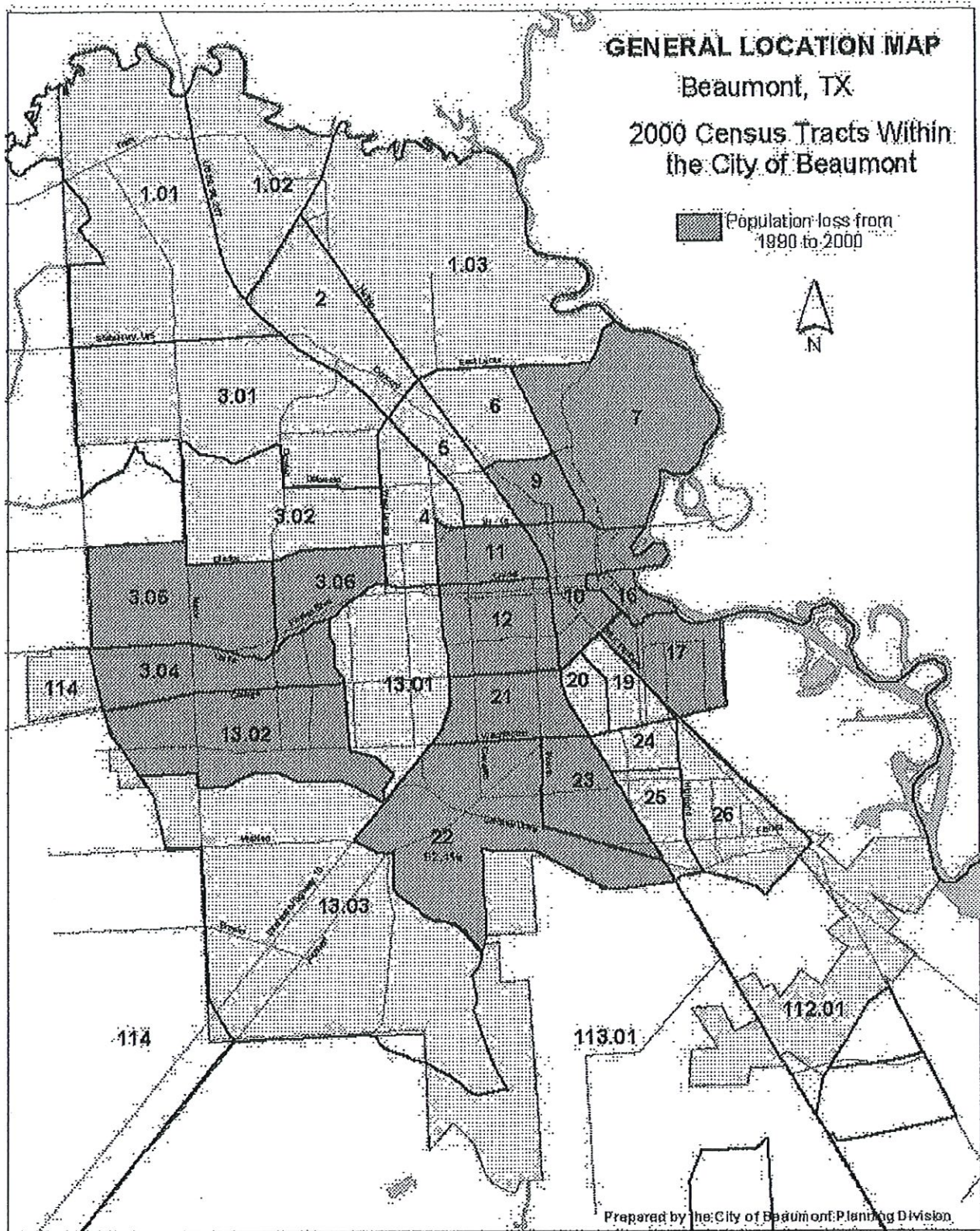


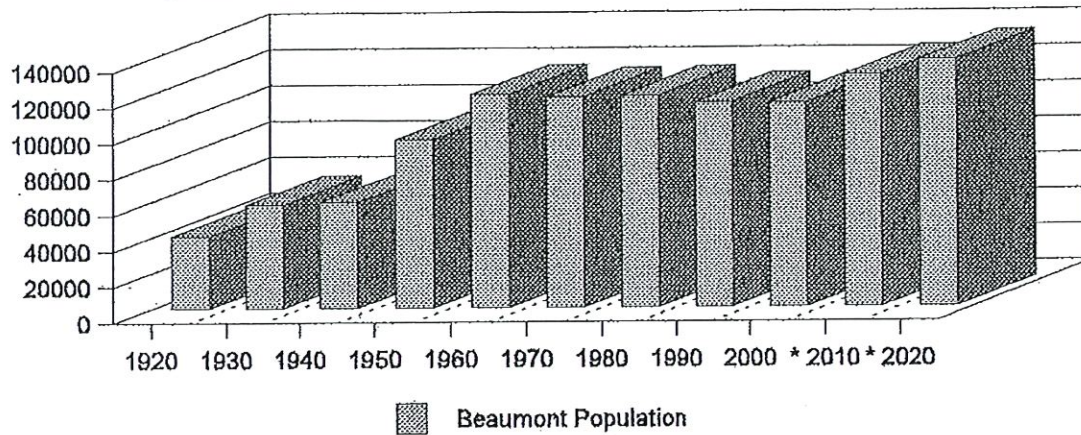
Table B-1
POPULATION CHANGE BY CENSUS TRACT: 1990 TO 2000

Tract	1990 Pop.	2000 Pop.	Pop. Change	% Change
1.01 (pt.)	3833	4185	352	9.2
1.02	1897	2141	244	12.9
1.03 (pt.)	2612	3084	472	18.1
2	4288	4412	124	2.9
3.01 (pt.)	5966	7027	1061	17.8
3.02	4570	5443	873	19.1
3.04	6420	6093	-327	-5.1
3.05	7451	7350	-101	-1.4
3.06	4042	3997	-45	-1.1
4	4264	4271	7	0.2
5	2558	2639	81	3.2
6	6372	6458	86	1.4
7	3455	3779	-588	-17.0
8 (pt.)	912	see ct 7	see ct 7	see ct 7
9	2276	1631	-645	-28.3
10 (pt.)	1497	1739	-400	-26.7
11	3425	2722	-703	-20.5
12	2150	2622	-145	-6.7
13.01	5419	5466	47	0.9
13.02 (pt.)	3116	2905	-211	-6.8
13.03 (pt.)	2267	3021	754	33.3
14	617	see ct 12	see ct 12	see ct 12
15	642	see ct 10	see ct 10	see ct 10
16 (pt.)	911	104	-807	-88.6
17	2171	2776	-844	-38.9
18 (pt.)	1449	see ct 17	see ct 17	see ct 17
19	3064	3078	14	0.5
20	2464	2630	166	6.7
21	4125	3881	-244	-5.9
22 (pt.)	3108	2601	-507	-16.3
23	5124	4334	-790	-15.4
24	2995	3126	131	4.4
25 (pt.)	3592	4222	630	17.5
26 (pt.)	5125	5243	118	2.3
112 (pt.)	73	n/a	n/a	n/a
114 (pt.)	73	n/a	n/a	n/a
TOTALS	114323	113866	-457	-0.4

Changes in 2000: 8 merged with 7, 14 merged with 12, 15 merged with 10, and 18 merged with 17. Data not yet available for 112 and 114.

Source: U.S. Bureau of Census

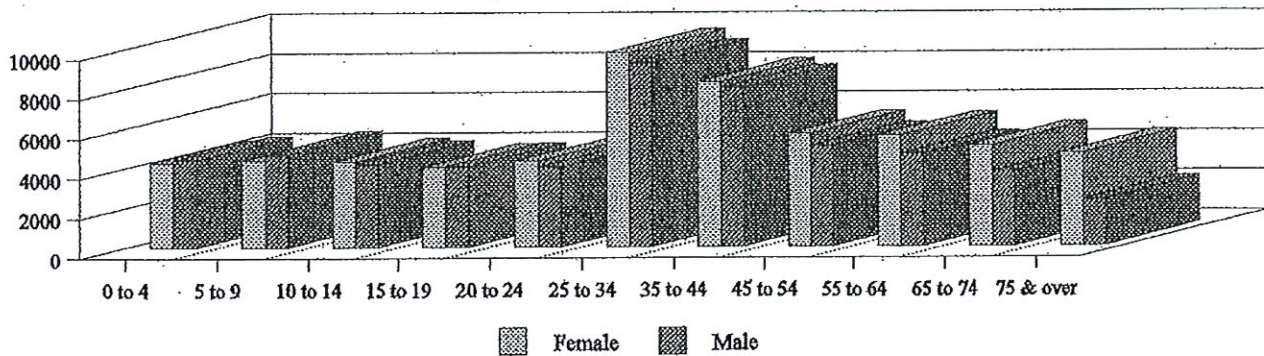
Figure B-2
Population Trends 1920 to 2000 Plus Projections to 2020



* Projections: year	2010	2020
pop.	129545	137434

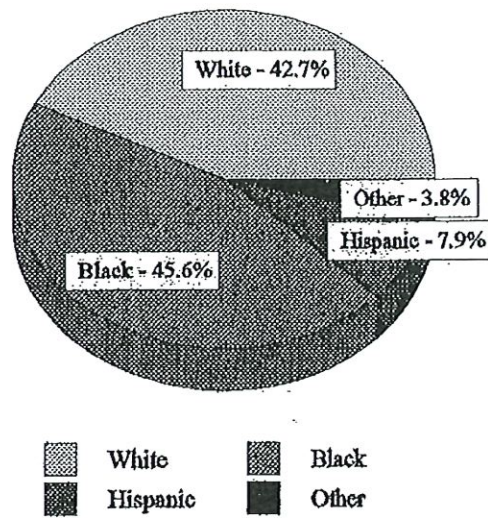
Sources: U.S. Bureau of Census * Projections from the 1995 Water Quality Management Plan, Southeast Texas Regional Planning Commission. Preliminary projections for the Draft 2002 Water Quality Management Plan reduces projections for 2010 to 120,800 and 2020 to 128,157.

Figure B-3
1990* Population by Age Group and Sex



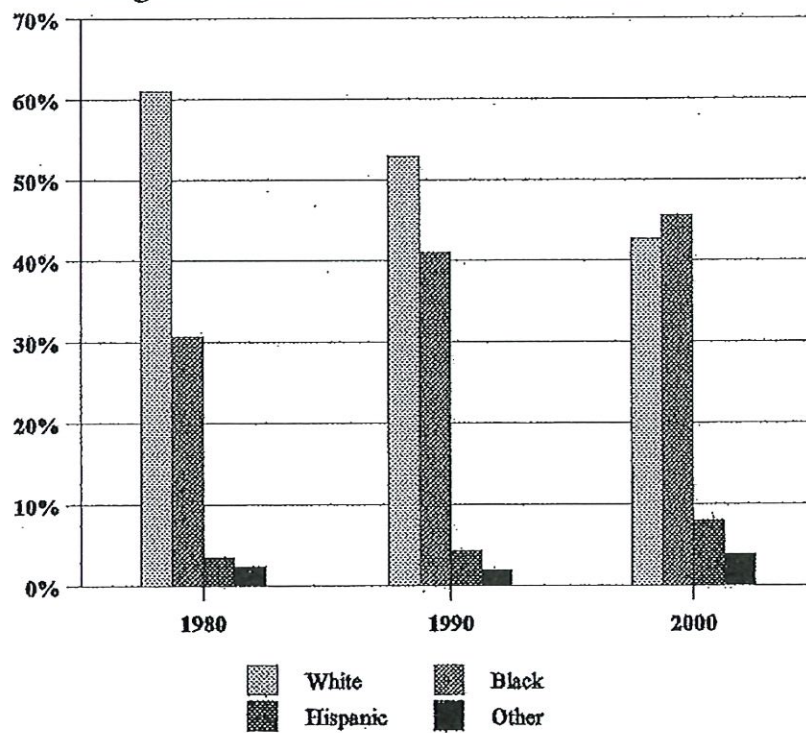
Source: U.S. Bureau of Census * 2000 data not yet available

Figure B-4
2000 Ethnic/ Racial Characteristics



Source: U.S. Bureau of Census

Figure B-5
Changes in Ethnic/ Racial Characteristics 1980-2000



Source: U.S. Bureau of Census

Appendix C

STANDARDS AND DESIGN CONCEPTS

Table C-1

PARK STANDARDS

	NEIGHBORHOOD PARK	COMMUNITY PARK	URBAN PARK	REGIONAL PARK	SPECIAL PARK
ACREAGE	2.5 to 10	20 to 40	Varies, usually 30 to 50.	100 plus	Varies.
SERVICE AREA	1/4 to 1/2 mile radius; one neighborhood.	1 mile radius; 3 to 7 neighborhoods.	Varies, usually the entire city.	Entire city.	Varies, usually entire city.
POPULATION SERVED	2,000 to 10,000	10,000 to 50,000	Entire city.	Entire city.	Varies, usually entire city.
LOCATION	Near center of neighborhood on collector or minor street, ideally next to an elementary school.	Near convergence of several neighborhoods on major thoroughfare; access to public transit desirable.	Varies, usually on a major thoroughfare.	Fringe of urbanized area.	Varies, usually on a major thoroughfare.
FACILITIES	Playground equipment, picnic areas, shelter, wading pool, athletic field, softball diamond, basketball courts; varies with neighborhood needs.	Playgrounds, picnic areas, community center, jogging trails, swimming pool, athletic fields, softball and baseball diamonds.	Same as Community Park.	Picnic areas, playgrounds, golf course, nature trails, ponds or small lakes, athletic fields, scenic natural areas, softball diamonds, unique city-wide attractions, such as botanical gardens or zoos	Varies, usually special athletic or cultural facilities.
OPEN SPACE DESIRED	30% of total acreage.	40% of total acreage.	50% of total acreage.	50% of total acreage.	Varies.

NOTE: In most cases, only some of the facilities listed for each park type will be provided in any one park. The intensity and extent of development of each site will be determined on an individual basis, depending upon neighborhood needs, characteristics of the site and available funding.

Sources: Modified from the National Recreation and Park Association's Park, Recreation, Open Space and Greenways Guidelines 1996
Parks and Recreation Department, City of Beaumont 2000

Appendix C: STANDARDS AND DESIGN CONCEPTS

Neighborhood Unit Concept

One of the most widely utilized planning principles is the neighborhood unit concept. The neighborhood is often described as the basic building block of urban planning. Figure C - 1 illustrates the neighborhood unit concept, with major emphasis on a centrally located combined park and elementary school site, and collector streets which route internal traffic to major thoroughfares without bisecting the neighborhood or encouraging through traffic to enter the neighborhood.

The practice of providing each neighborhood with a centrally located neighborhood park is beneficial to neighborhood residents in a number of ways: children can walk or bicycle to the park without crossing major thoroughfares, neighborhood residents are provided with a scenic open space recreation area, new parks can be specifically planned to meet the unique needs of neighborhood residents based upon age composition, and the park can help in providing the neighborhood with a sense of identity.

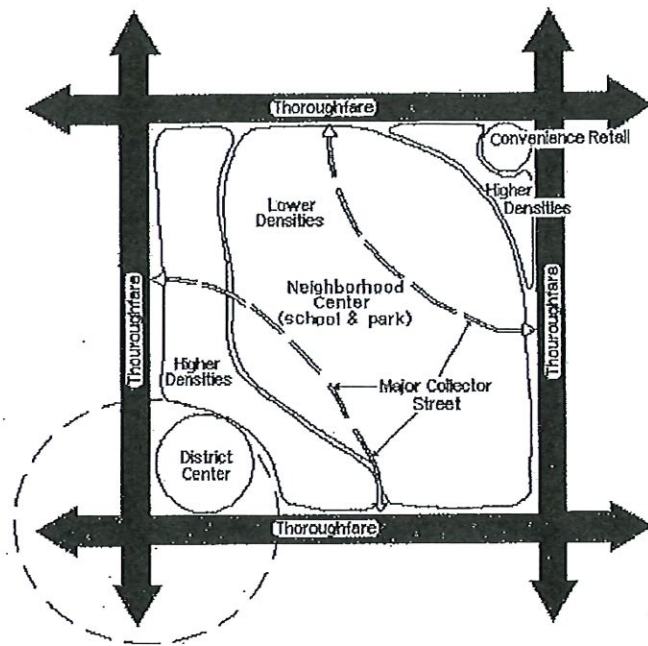


Figure C-1 : The Neighborhood Unit Concept

Activity Center Concept

The arrangement and location of public facilities and services to meet human needs in an efficient, economical, safe and functional manner is one of the principal reasons for comprehensive urban planning. In order to meet these needs, people, facilities, and services must be brought together. There are two primary mechanisms for bringing people and services together: distribution of facilities and services throughout the urban area, and transportation of people to facilities. In other words, services and facilities can be taken to the people, or the people can be transported to the services and facilities. Each method has its advantages; distribution of facilities reduces the need for travel, and therefore reduces the need for the financial, environmental, and energy costs associated with urban transportation systems. On the other hand, not all facilities can be distributed easily or economically, especially if they must be of a certain minimum size to operate efficiently.

Obviously, neither transportation nor distribution can individually meet the people's needs for access to services and facilities; both methods must be used to make services and facilities available equitably, efficiently and conveniently. Mobility varies according to age, sex and income, while distribution of facilities is constrained by size, efficiency and economy, and accessibility requirements. For this reason, cities are structured in a hierarchial arrangement wherein people must travel different distances to reach different facilities and the facilities are characterized by having various sizes of geographic service areas, depending upon the function of the facility.

All elements of Beaumont's Comprehensive Plan, including the Parks and Open Space element, are based in part upon this hierarchy of human activity centers. The activity center hierarchy serves the following purposes:

- 1) providing for each age, sex and income group a set of appropriate facilities;
- 2) determining for each set of facilities a service area;
- 3) establishing an activity center for each service area; and
- 4) facilitating the development of a hierarchy of neighborhoods, districts, communities and regions based on successively wider interests and activities.

The following sections define and explain each of the six types of activity centers used in the formulation of all elements of the Comprehensive Plan. It should be noted that the term "center" refers to a cluster of facilities rather than a single building.

Neighborhood Center:

The neighborhood center is located in the approximate geographical center of a residential neighborhood. The neighborhood is approximately 1 square mile in area, although the actual size depends on a combination of natural and man-made features. In most cases, thoroughfares that are routed around the perimeter of the neighborhood form its boundary.

The neighborhood center includes an elementary school and neighborhood park and can also include social services facilities for the residents of the neighborhood. The center is primarily pedestrian oriented although collector streets and bikeways do provide for automotive and bicycle accessibility.

District Centers:

District centers are located at major thoroughfare intersections at the approximate geographical center and convergence of three to five neighborhoods. They may include and support a broad range of activities, facilities and services such as neighborhood shopping centers, professional office facilities, recreational facilities, junior high schools, churches, branch libraries, fire fighting facilities, and higher density residential development.

Community Centers:

Community centers are located at major thoroughfare intersections at the approximate geographical center of three to five districts. The community center, as a development concept, is essentially the same as the district center concept but expanded and refined in function, size and service capability. It may include community shopping centers, satellite health clinics, high schools, churches, office complexes, community recreational facilities, and higher density residential developments.

Regional Centers:

Regional centers are located at interchanges of major circumferential and radial freeways or expressways near the approximate geographical center of each region. They may include hospitals, branch libraries, governmental agencies, major office complexes, regional shopping centers, and higher density residential development.

Metropolitan Centers:

Metropolitan centers may include a downtown retail trade, financial institutions, high-rise offices and residential facilities, hotels, major convention and tourist facilities, cultural centers, recreational facilities, entertainment facilities, and major governmental offices.

The five types of centers that have been reviewed will not necessarily have all of the preceding facilities, but would differ in character and composition in accordance with the various unique needs of each particular service area.

Multi-Purpose Corridors:

Multi-purpose corridors are located along freeways and expressways and can include highway oriented commercial facilities, wholesale and warehousing operations, restricted light industry, business offices, hotels and motels, and higher density residential uses.

Application of the Activity Center Concept to the Park and Open Space System:

Table C-1 describes the hierarchical arrangement of urban parks and lists standards for each type of park. The hierarchy contains neighborhood, community, urban, regional and special use park classifications. Neighborhood parks should be located in neighborhood activity centers; community parks should be located in district or community activity centers; urban parks should be located in either regional or metropolitan centers. Regional parks, because of their size and requirement for substantial scenic natural areas, are generally not located in activity centers. Special use facilities can be located in district, community, metropolitan, regional, or multipurpose corridor activity centers. Open space corridors could theoretically pass through any type of activity center, and, where possible, should be utilized as connecting pedestrian and bicycle corridors between activity centers.

Appendix D

SURVEY AND INVENTORY FORMS

City of Beaumont, Texas

PARKS, RECREATIONAL FACILITIES, AND OPEN SPACE SYSTEMS

INVENTORY AND EVALUATIONS REPORT

Page 1 of 4.

Park or Facility Name: _____ Date Acquired: _____

Location: _____

Address: _____

This park/facility is classified as a _____

Area: _____ square feet or _____ acres. Area Meets standard? ____ Yes; ____ No.

Site Master Plan Prepared: ____ Yes ____ No; Adopted: ____ Yes ____ No.

Site Master Plan needs --- ____ major updating; ____ some updating; ____ no updating.

Site Analysis:

Automobile access to site is --- ____ Good; ____ Fair; or ____ Poor.

Access to site by bus is --- ____ Good; ____ Fair; ____; Poor; or ____ non-existent.

Pedestrian access to site is --- ____ Good; ____ Fair; ____ Poor; or ____ is non-existent.

Lighting is adequate --- ____ in all areas; ____ in some areas; ¹ or ____ in no area.

Vandalism is --- ____ a significant problem; ² ____ a minor problem; ³ or ____ is not a problem.

Layout of park, as it relates to public safety, is -- ____ Good; ____ Satisfactory; or ____ Un-Satisfactory. ⁴

Impacts of nearby land uses have a --- ____ positive or ____ negative impact ⁵ on the site?

Impacts of use of site has a --- ____ positive or ____ negative impact ⁶ on adjacent properties?

¹Identify areas needing lighting _____

²Identify significant problem areas _____

³Identify minor problem areas - _____

⁴Problem(s) exist in the following areas - _____

⁵Identify negative impacts - _____

⁶Identify negative impacts - _____

City of Beaumont, Texas

PARKS, RECREATIONAL FACILITIES, AND OPEN SPACE SYSTEMS

INVENTORY AND EVALUATIONS REPORT

Page 2 of 4.

Park or Facility Name: _____

Facilities Evaluation:

#	Type	Description	Condition				Size ¹	Remarks ² (Number of)
			New	Good	Fair ³	Poor ⁴		
	Buildings:							
1		_____	___	___	___	___	_____	_____
2		_____	___	___	___	___	_____	_____
3		_____	___	___	___	___	_____	_____
4		_____	___	___	___	___	_____	_____
5		_____	___	___	___	___	_____	_____
6		_____	___	___	___	___	_____	_____
7		_____	___	___	___	___	_____	_____
8		_____	___	___	___	___	_____	_____
	Creative Play Area:							
9		_____	___	___	___	___	_____	_____
10		_____	___	___	___	___	_____	_____
11		_____	___	___	___	___	_____	_____
12		_____	___	___	___	___	_____	_____
13		_____	___	___	___	___	_____	_____
14		_____	___	___	___	___	_____	_____

¹ Describe in sq. ft. or by dimensions (50' x 100').

² Write comments on back of this page and label comment with corresponding number shown in left most column.

³ Describe deficiencies on back of this page and label comments using corresponding number in left most column.

⁴ Describe deficiencies on back of this page and label comments using corresponding number in left most column.

City of Beaumont, Texas

PARKS, RECREATIONAL FACILITIES, AND OPEN SPACE SYSTEMS

INVENTORY AND EVALUATIONS REPORT

Page 3 of 4.

Park or Facility Name: _____

Facilities Evaluation: (Continued)

#	<u>Type</u>	<u>Description</u>	<u>Condition</u>				<u>Size</u> ¹	<u>Remarks</u> ² (Number of)
			New	Good	Fair ³	Poor ⁴		
	Other Facilities							
15		_____	—	—	—	—	_____	_____
16		_____	—	—	—	—	_____	_____
17		_____	—	—	—	—	_____	_____
18		_____	—	—	—	—	_____	_____
19		_____	—	—	—	—	_____	_____
20		_____	—	—	—	—	_____	_____
21		_____	—	—	—	—	_____	_____
22		_____	—	—	—	—	_____	_____
23		_____	—	—	—	—	_____	_____
24		_____	—	—	—	—	_____	_____
25		_____	—	—	—	—	_____	_____
26		_____	—	—	—	—	_____	_____
27		_____	—	—	—	—	_____	_____

(Continued Next Page)

¹ Describe in sq.ft. or by dimensions (50' x 100').

² Write comments on back of this page and label comment with corresponding number shown in left most column.

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City of Beaumont, Texas

PARKS, RECREATIONAL FACILITIES, AND OPEN SPACE SYSTEMS

INVENTORY AND EVALUATIONS REPORT

Page 4 of 4.

Park or Facility Name: _____

Facilities Evaluation: (Continued)

#	Type	Description	Condition				Size ¹	Remarks ² (Number of)
			New	Good	Fair ³	Poor ⁴		
Other Facilities (Continued)								
31		_____	___	___	___	___	_____	_____
32		_____	___	___	___	___	_____	_____
Landscaping:								
33		Grass	___	___	___	___	_____	_____
34		Ground Cover	___	___	___	___	_____	_____
35		Shrubs	___	___	___	___	_____	_____
36		Flowers (annuals)	___	___	___	___	_____	_____
37		Flowers (perennial)	___	___	___	___	_____	_____
38		Trees	___	___	___	___	_____	_____
39		Statues	___	___	___	___	_____	_____
40		Sculpture(s)	___	___	___	___	_____	_____
41		_____	___	___	___	___	_____	_____
42		_____	___	___	___	___	_____	_____
Signage:								
43		Nameplate	___	___	___	___	_____	_____
44		Directional	___	___	___	___	_____	_____
45		Informational	___	___	___	___	_____	_____

¹ Describe in sq.ft. or by dimensions (50' x 100').

² Write comments on back of this page and label comment with corresponding number shown in left most column.

³ Describe deficiencies on back of this page and label comments using corresponding number in left most column.

⁴ Describe deficiencies on back of this page and label comments using corresponding number in left most column.

RESIDENT SURVEY

The Old Town Neighborhood

INSTRUCTIONS: Please answer all questions. Strike through any questions upon which you have no opinion. Please print all written answers. For all other questions place a check mark () in the space provided next to or below the answer that best fits your opinion. Your responses on this questionnaire are confidential.

1). In the past few years has your neighborhood ____

____ Gotten Better ____ Gotten worse ____ Stayed basically the same.

Identify the reason(s) for your answer to the above question.

2). In the next few years do you expect your neighborhood to ...

____ Get Better ____ Get Worse ____ Stay about the same as it is now.

3). What do you like about living in your neighborhood? _____

4). What do you dislike about living in your neighborhood? _____

5). How would you rate the following as they affect your neighborhood ?

	Major Problem	Minor Problem	Not A Problem
Auto Thefts.....			
Burglaries.....			
Vandalism.....			
Violent Crime (Assault, Rape).....			
Non-Violent Crimes (Prostitution, Gambling, etc.).....			
Illegal Drug Peddling and Usage.....			
Juvenile Gang Activities.....			
Littering.....			
Panhandling / Begging.....			
Personal Safety.....			
Street Flooding.....			
Un-safe Structures.....			
Trash and Litter.....			
On-Street Parking.....			
Traffic Problems.....			
Noise.....			
Air Pollution.....			
Incompatible Land Uses.....			

If you have personal experience with any of the above occurring in your neighborhood, please identify them here and include the place of occurrence. _____

6). How would you rate the quality of the following services / facilities provided in or near your neighborhood?

	Very Good	Good	Okay	Poor	Very Poor	Not Available
a). Child Care Facilities.....						
b). Senior Day Care Facilities.....						
c). Elderly Transportation Services.....						
d). Emergency Medical Service.....						
e). Crime Prevention Programs (Operation Identification, Neighborhood Watch Program, etc.).....						
f). In Home Elderly Services.....						
g). Traffic Enforcement (speed limits, stop signs, etc.).....						
h). Accessibility by the Disabled.....						
i). Fire Protection Services.....						
j). Police Protection Services.....						
k). Bus Service.....						
l). Recreational Facilities.....						
m). Recreational Programs.....						
n). Zoning Enforcement.....						
o). Other (specify).....						

*** Continued on back of this page ***

7). How would you rate the following environmental conditions / enforcement activities?

	Very Good	Good	Okay	Poor	Very Poor	Not Available
Garbage / Junk Removal.....	_____	_____	_____	_____	_____	_____
Street Cleaning.....	_____	_____	_____	_____	_____	_____
Street Pavement Conditions.....	_____	_____	_____	_____	_____	_____
Availability of Sidewalks.....	_____	_____	_____	_____	_____	_____
Condition of Sidewalks.....	_____	_____	_____	_____	_____	_____
Street Lighting.....	_____	_____	_____	_____	_____	_____
Water Pressure.....	_____	_____	_____	_____	_____	_____
Water Quality.....	_____	_____	_____	_____	_____	_____
Control of Stray Dogs or Cats.....	_____	_____	_____	_____	_____	_____
Aesthetic Appearance of Your Street.....	_____	_____	_____	_____	_____	_____

8). What neighborhood public services or facilities are needed but not now provided? _____

9). How would you describe your use of the following parks?

	Hebert Park	Ida Reed Park	McLean Park
Not at all.....	_____	_____	_____
Once a month.....	_____	_____	_____
Once a Week.....	_____	_____	_____

10). In order to provide increased neighborhood security, how would you feel about using the following design features in your neighborhood.

a). Closing off some streets in order to limit accessibility to your neighborhood to two or three streets.

_____ Strongly Favor _____ Favor _____ No Opinion _____ Okay _____ Strongly Dislike

Note: If you favor such action, please indicate in the additional comments section following question 21 which streets you would suggest for such action.

b). Fencing off your neighborhood and providing an entrance gateway to your neighborhood.

_____ Strongly Favor _____ Favor _____ No Opinion _____ Okay _____ Strongly Dislike
 Any comments? _____

11). Please list by order of priority the three top problems you would like to see corrected in your neighborhood.

12). Which of your top three problems do you feel you should have to pay some portion of the cost of implementation?

13). How do you most often get to work? Auto _____; Bus _____; Taxi _____; Bicycle _____;

Motorcycle/Moped _____; Walk _____; Other - specify _____

14). At what general location do you work? _____ At Home; _____ Downtown; _____ Outside of Beaumont;

_____ Parkdale Mall Area; _____ Near St. Elizabeth Hospital; _____ near Baptist Hospital;

_____ West of IH-10; _____ Other - Specify _____

15). How many cars and trucks do you own? _____

Do you park them _____ on-street or _____ off-street?

16). Is parking a problem? _____ Yes; _____ No. If yes, where? _____

17). What is the total number of persons in your household, including yourself.

Total persons in Household = _____

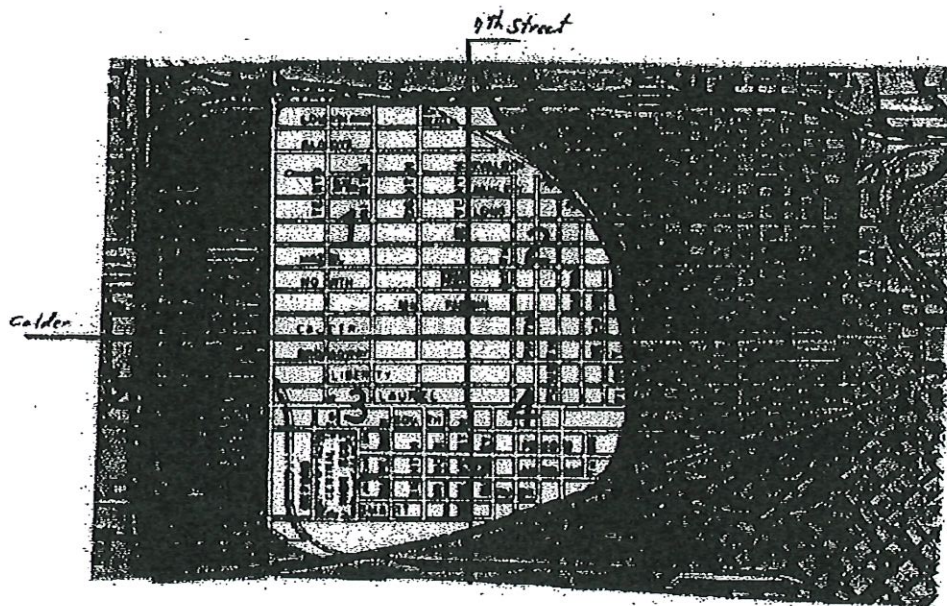
Number _____ under 6 = _____; ages 6 - 18 = _____; ages 19 - 64 = _____; ages 65 and over = _____

18). How many years have you lived at your present address? _____ years.

19). How long have you lived in this neighborhood? _____

*** Continued on next page ***

- 20). When you retire, do you plan on —
 ___ staying in the neighborhood;
 ___ moving out of the neighborhood but still in Beaumont;
 ___ moving out of Beaumont but in Jefferson County;
 ___ moving elsewhere in South East Texas (Harris or Orange Counties);
 ___ moving out of South East Texas;
- 21) If you were going to make improvements to your residence, list your first, second, etc. choices of those improvements.
- 1) _____
 2) _____
 3) _____
- 22). Are you familiar with how the following City of Beaumont programs and regulations may assist or affect you?
- | Yes | No | |
|-----|-----|---|
| ___ | ___ | Housing Rehabilitation Loan Program |
| ___ | ___ | Paint and Weatherization Program |
| ___ | ___ | Section 312 Rehabilitation Loan Program |
| ___ | ___ | Oaks Historic District Ordinance |
| ___ | ___ | City Zoning Ordinance |
| ___ | ___ | Major Street Plan |
| ___ | ___ | The Beaumont Comprehensive Plan |
- 23). Please look at the following map to see what general area within the Oaks / Old Town area you live in and then check the appropriate answer listed below.
- Area 1 ___ Area 2 ___ Area 3 ___ Area 4 ___



ADDITIONAL COMMENTS:

*** Continued on back of this page ***

OPTIONAL QUESTIONS (we would appreciate your answering as many of the following as you feel comfortable with).

Sex of respondent ?

☐ Female ☐ Male

What is your ethnic background ?

☐ Anglo ☐ Black ☐ Hispanic ☐ Asian

☐ American Indian ☐ Other

What is your marital status?

☐ Single ☐ Married ☐ Divorced ☐ Separated

☐ Widowed

What is your highest level of education?

☐ Elementary School (grades 1-6) ☐ High School (grades 9-12) ☐ Some College

☐ Secondary School (grades 7-9) ☐ Business or Trade School ☐ College Graduate

What is your occupation?

☐ Professional/Managerial ☐ Retail Sales ☐ Homemaker

☐ Skilled Trade/Craft ☐ Office Worker ☐ Laborer

☐ Retail Sales ☐ Other (Specify) ☐ Unemployed

What is your approximate yearly family income?

☐ Less than \$5,000 ☐ \$10,000 to \$14,999 ☐ \$25,000 to \$49,999

☐ \$5,001 to \$9,999 ☐ \$15,000 to \$24,999 ☐ More than \$50,000

Do you own or rent your residence? _____

Is your residence: a single-family home _____; a duplex _____; a house converted to apartments _____;

an apartment building _____; a Public Housing Project _____;

or other (specify) _____.

*** THANK YOU ***

PLEASE MAIL TO: Dept. of Public Works, Planning Division, P.O. box 3827, Beaumont, TX 77704 or hand deliver to 801 Main Street, Room 210. Thank you.

OR HAND DELIVER TO: City Hall, 801 Main Street, Room 210 between 8 to 5 Monday - Friday or to McFaddin-Ward House Visitors Center, 10 to 4 Tuesday-Saturday or 1-4 Sunday.

Thank you.